

# The Northwest.

Devoted to the Development of the New Northwestern States and Territories.

VOL. I.—No. 5.

NEW YORK, MAY, 1883.

PRICE TEN CENTS.

## FALLS OF THE GIBBON RIVER, YELLOWSTONE PARK.

This magnificent cataract is situated near the road from the Mammoth Hot Springs to the Lower Geyser Basin. The cañon of the Gibbon River presents a perfect picture of a wild, romantic mountain gorge. Towards its north end, the river has carved its way through the abutting heights and slips over a ledge of rocks, descending by a succession of beautiful falls to the depths of the cañon 100 feet below. This cataract, in its setting of black rocks and pine forest, is wonderfully picturesque, and it is easily accessible by trail from the carriage road, requiring only a few rods of somewhat sharp descent to reach it.

## HOW TO START IN STOCK RAISING.

Stock raising, as I have explained in the two preceding papers of this series, is one of the most profitable of all Western enterprises, but, as in every other kind of legitimate business, experience and careful management are necessary to insure its success. For the young man without capital who desires to go into the stock business in the West, there is but one way open. Let him join some "outfit" and become a cowboy. The life will be a wild and rough one, involving exposure and privation as well as hard work, but if the young man is strong and healthy, he will probably find in the freedom of the plains or mountains a charm that will grow stronger and stronger the more experience of it he has. The cowboy, if he is industrious and correct in his habits, has many opportunities to get a start in the world.

In the first place, good wages are paid to herders, while their necessary expenses are exceedingly small. A young man having only himself to care for may, therefore, save a considerable sum of money as the result of a season's work. This may be invested in young cattle, which the cowboy may generally obtain the privilege of keeping with the herd of his employer with very little cost. Again, there may be picked up almost every year a number of "mavericks," cattle which have escaped notice at the general round-ups, which have not been branded, and which are considered public property. Many an enterprising young fellow has laid the foundation of a herd of cattle by small purchases made with his savings, and by securing now and then a

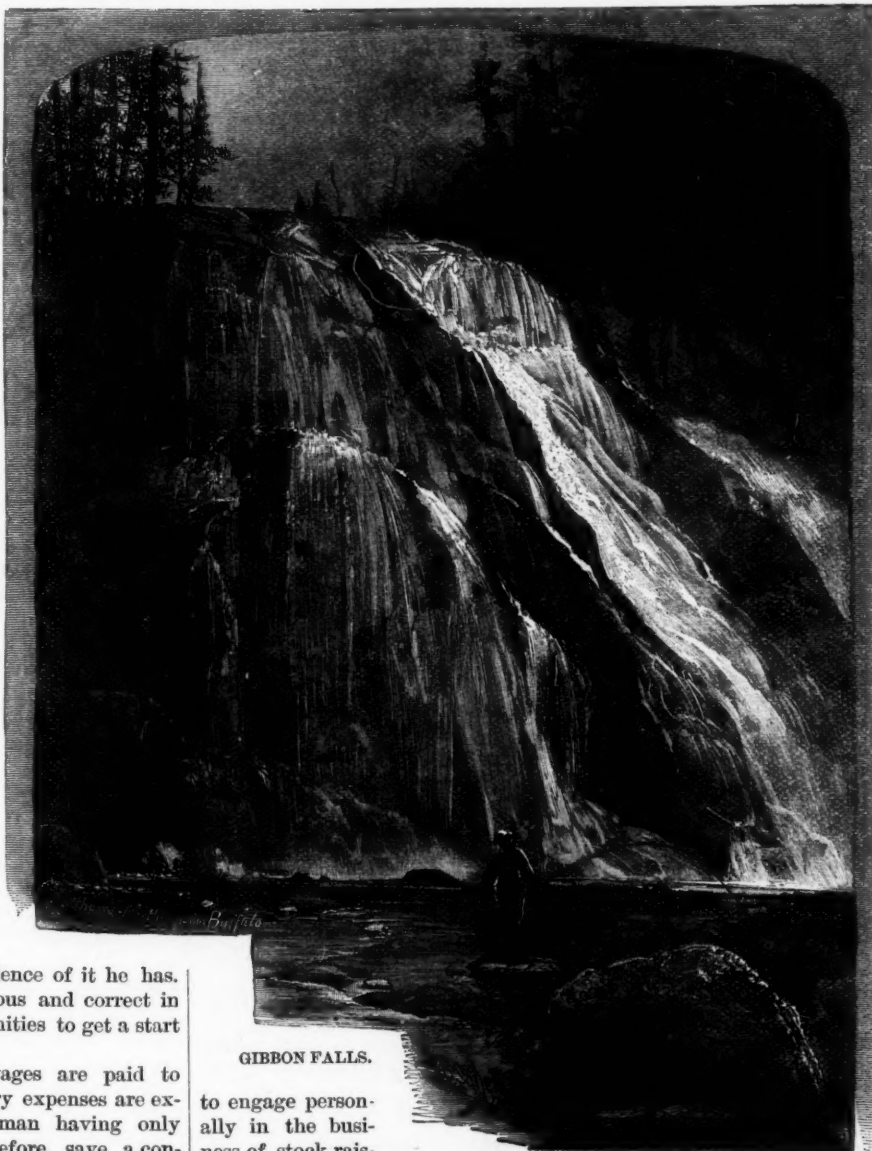
"maverick." A herd once started increases with remarkable rapidity, so that, in a few years, an enterprising cowboy may not only learn how to manage a herd, but may also have a sufficient number of cattle of his own to warrant him in taking up a range and going into business for himself.

If a young man has some money, and he wishes

asked. That is a question that is not easily answered. The Northwest has, during the past few years, offered the greater inducements. The country has not been as much filled up, good ranges have been easier to find, the cost of raising cattle and sheep has been less, and the quality of the stock better. On the other hand, the climate is most severe, and, until recently, the country

has been more difficult of access. A majority of those who have seen all sections of the West give preference to the territories of Dakota and Montana, especially over New Mexico and Arizona.

One thing a young man brought up in the East should not forget if he contemplates going West to engage in the business of stock raising. He will find himself in his new home cut off from all society except that of the rough herders. He will not find the morning newspaper lying on the breakfast table, and he will have to forego, for a time at least, not only music, art, literature, refined society, and all the luxuries, but also many of the common comforts of life. Many a young man going West has failed to realize how necessary all these things have become to him until he has been suddenly deprived of them, and the result has been a discontent, a home-sickness which has made success impossible. The wild, free life of the plains and the mountains sometimes fails to have any charms for the city-bred youth; it is very entertaining to read about, but very different to experience, and the first taste of it has sent many a young man home again with a keener appreciation of the attractions of the East than he ever before had.—  
Z. L. White in Providence Star.



GIBBON FALLS.

to engage personally in the business of stock raising, he will have no difficulty in purchasing an interest in a herd of cattle or a band of sheep, assisting his partner or partners in the care of the stock. To make an investment of this kind, wisely, requires no more knowledge of the business than ought to be possessed in putting money into any business with which one is not familiar. There are dishonest men engaged in stock raising, as there are in every other kind of enterprise.

"Shall I choose the Northwest or the Southwest as the field of my ventures?" is frequently

SOMEWHERE in Central Montana, probably at Billings, will soon grow up a city which will correspond with Denver, Col., in size and situation. All the conditions which have given Denver a population of 60,000 exist in Montana—rich mines of bituminous coal and iron, valleys made exceedingly productive by inexpensive irrigation and vast cattle ranges. There is more fertile land and better stock ranges in Montana than in Colorado. Men who have the foresight to see where the future metropolis of the Rocky Mountains is to be, and a small capital to invest there in faith, will be millionaires in ten years.

## MINNESOTA'S TWIN CITIES.

The Remarkable Growth of both St. Paul and Minneapolis.

Special Correspondence of The Northwest.

ST. PAUL, April 25th, 1883.

In revisiting the twin cities of Minnesota after a year's absence, I find it impossible to say which has made the greater progress, so notable an increase in population and so remarkable an expansion of business is exhibited by each. The phenomenon of twin cities keeping neck by neck in a rapid race of prosperity, and situated almost within sight of each other, is a unique one. Nowhere else in the United States and perhaps nowhere else in the world can it be observed. Neither of these cities, be it remembered, is in any sense a suburb or dependency of the other. Each has its independent urban life—its railways, banks, hotels, manufactories, wholesale houses, churches and theatres; and yet you scarcely emerge from the suburbs of one before the swift train brings you in sight of the spires of the other. The census of 1880 gave Minneapolis 42,000 inhabitants, and placed St. Paul a little behind it, but the St. Paul people forthwith looked up 6,000 dwellers in their town who had been missed by the enumerators. Each place is now willing to concede 75,000 to the other, and quite ready to claim 80,000 or 85,000 for itself.

During the year 1882, 3,000 new buildings were erected in St. Paul, with a total valuation of \$8,790,000. Since the first of January 680 have been added to the number, and still the demand for dwellings and stores far outruns the supply. It is the same thing in Minneapolis. The number of structures erected there during the past year is not given in the Board of Trade report now in press, but the total cost is put down at \$8,375,000. The carping, jealous spirit of antagonism which used to exist in each town towards the other, has given place to a feeling of friendly and generous rivalry in all the best lines of development. If one does a commendable and enterprising thing, the other quickly follows suit. St. Paul prides itself on its huge, stately, substantial business buildings; but now Minneapolis has completed her "Syndicate Block," which is the largest structure under one roof in the West, apart from public buildings, and is erecting a hotel to rank with the vast hostleries of Chicago. Minneapolis had scarcely opened a handsome opera house a month since, when the foundations for one equally fine were laid in St. Paul. In churches, schools and attractive private dwellings, the twin cities keep even step with each other.

St. Paul has the more picturesque situation, built on three plateaus, rising from the swift stream of the Mississippi like irregular terraces, but the broad plain of Minneapolis is better adapted for regular and rapid growth. One of St. Paul's residence streets, Summit Avenue, with the magnificent views it offers of the city, the river and the great sweep of wooded hills beyond the stream, is in its way quite unapproached by any city street I know; and in Minneapolis there are many broad avenues, lined by double rows of trees and bordered by handsome houses of all the striking new and rejuvenated old architectural styles, which are so pretty and pleasant, as to make one quite willing to concede the claim of the residents that theirs is the most beautiful of the young cities of the West.

If we look for points of difference, we find that wholesale trade and rail and river transportation are the chief features of the business life of St. Paul, and that the manufacture of flour and lumber on an enormous scale gives to Minneapolis a character of its own. The St. Paul people come largely from the Middle States; those of Minneapolis are chiefly from New England. Perhaps it is from this cause that the former city is conserva-

tive and the latter restless, energetic and disposed to speculation. The streets of St. Paul seem to have started accidentally, conforming to the shape of the hills, and possibly following old Indian trails; but those of Minneapolis are broad, systematic and evidently laid out by rule and measure. St. Paul has no pleasant promenade street with wide side-walks and ample roadway, but Minneapolis has a dozen of them. Of a pleasant evening the whole population of the city by the Falls of St. Anthony appears to be out on the wide plank side-walks, but there is no such movement of pedestrians in St. Paul, and indeed, no street fitted for it. In both places the tendency of growth is in the business quarters, in the direction of enormous five and six story blocks of red or cream colored brick, while in the residence districts western individualism prevails and the houses, mainly of wood, are separate one from the other, and have village-like surroundings of little front lawns and side yards. Very few rows of houses can be found in either city.

It seems as good as settled that these two ambitious cities, whose suburbs are separated now by barely six miles of open country, are eventually to touch each other, and form one great metropolis. The basis for their common prosperity is the new, fertile and vast Northwest, the development of which has barely begun. If Northern Minnesota, with perhaps 400,000 people, Dakota with 150,000, and Montana with 50,000, have developed a double commercial center here on the Upper Mississippi, having an aggregate population of 150,000 and a wholesale trade of nearly \$200,000,000 a year, what will St. Paul and Minneapolis become when the country tributary to it counts two, three or four million souls? Is it not plain that there is to arise a second Chicago, amalgamating Minnesota's twin cities into one? Before two decades more pass by, there will be half a million of people here, and they will fill all the space between the two existing municipalities. Chicago must look directly West and South-west for the basis of her further growth; already St. Paul and Minneapolis have taken from her most of the trade of the Northwest—the only extensive fertile region left for development in the United States. These active, wealthy young cities, whose expansion from the village state began only ten or fifteen years ago, now have mercantile houses whose sales are counted by the millions annually, and whose buildings and stocks are hardly surpassed in any city of the East. Trade in all its branches feels here the constant stimulus of the settlement of virgin acres in the Northwest, the creation of new towns, the building of new railways—in short the birth of hundreds of new communities on the plains of Dakota and in the valleys of Montana. For the establishment of any branch of business backed by capital, tact and energy, I believe these two Minnesota cities offer a field where success is sure to attend intelligent effort.

E. V. S.

THE *Fargo Republican* says: All trains from the East continue to come loaded with immigrants and prospectors. Many of them go north to the Devil's Lake region and many go on West to the fertile valley of the James or to the Missouri slope. It makes no difference where they go, they are filling up the great territory of North Dakota. They go to the north or the west to take land, make farms and build up towns and cities. At the present rate immigration is pouring in there will be little or no government land left for settlement in two years hence. It is probable that every quarter section in Hanson county will be settled upon before the summer of 1883 is ended. And this may be said of many other countries in North Dakota. These immigrants are coming from every eastern state and from nearly every country of the old world. In a few years North Dakota will be producing wheat enough to feed the civilized world.

## DOMINION LAND GRANTS.

Schemes of the Canadian Government to Secure Immigration to the New Northwest.

Correspondence St. Paul Pioneer Press.

OTTAWA, ONT., April 2.

One of the schemes entered into by the Dominion Government for the encouragement of immigration was the establishment last year of colonization companies, to whom grants of the alternate sections of land in a larger or smaller area of country were made on certain conditions of partial payment—practically putting up a small margin—and settlement within a limited time. When this plan was first announced, companies were formed by scores for patriotic purposes—the development of the Northwest and the enrichment of the speculators. The general elections were about coming on, and the Government invited everybody to come in and partake of the profits. But the boom did not last long. As soon as the people had voted confidence in the Government and sent it back with a solid majority, difficulties were found in the allotment of lands, delay was caused by the limited nature of the surveys, and, to crown all, more margins were called up. Only about 20 per cent. of the societies paid the calls, and the rest went into liquidation. Those that remained have certainly done good work and will do more. The lands granted by the government in this way, as shown by the report of the Minister of the Interior recently presented to Parliament, amounted in all to about 3,000,000 acres, and several of the companies have gone actively to work to colonize their tracts by sending agents to Europe, and by making special arrangements for receiving immigrants on landing in Canada.

## THE CANADIAN SYSTEM OF LAND GRANTS

In the Northwest entitled a settler to a homestead of 160 acres, with right of pre-emption of the same area. Out and out sales are made of town lots, and specially valuable lands. Late last year the system of second entry was adopted by the government, to the great gratification of many settlers in Manitoba who had been threatening to leave for Dakota unless the rules restricting a man to a single entry were relaxed. This change, together with a vigorous effort to induce immigration, more than doubled the government's business in the allotment of lands to settlers. The homestead and pre-emption grants, according to the report referred to, amounted in all to over 2,000,000 of acres, and the out and out sales to more than 500,000 acres. This is exclusive altogether of the grants by the railway and colonization companies, and of sales made by private parties of their holdings, secured some years ago under a much looser system than at present prevails.

The survey of lands has not proceeded so rapidly as could be desired, and many and loud are the complaints made by settlers and others. Men have been compelled by lack of surveys to squat on land, and take the chances of their claims to ownership being allowed by the government. Many, rather than assume such a risk, have

## GONE SOUTH ACROSS THE LINE.

The leader of the Government, Sir John A. Macdonald, who, as Minister of the Interior, has special charge of this department, explained in the House of Commons that the slowness of surveying was due to the lack of surveyors. He declared that the Government were willing to employ every man who could show himself competent to undertake the work. It was through the lack of these surveys that the Canadian Pacific were enabled to claim lands in Manitoba for their subsidy, thus securing without extra charge land five times as valuable as that in the unsettled West, which would have been given them had the surveys been far enough advanced.



## THE CITY OF MOORHEAD.

Moorhead is the last town on the line of the Northern Pacific Railroad in Minnesota, and is 240 miles northwest of St. Paul. It is advantageously situated on high ground, on the east side of the Red River, immediately opposite Fargo, and is at the head of navigation on that stream. It is surrounded by the great wheat region of the Northwest, and is fast growing in importance. The city numbers 4,000 inhabitants, and is the county seat of Clay county. Moorhead has experienced a steady, substantial growth for some years, and its financial solidity is unquestionable. It has large business blocks, flouring mills, grain elevators, churches, schools, brewery, driving parks, fair grounds, a daily and weekly newspaper, and one of the finest and best equipped hotels in the Northwest. A number of miscellaneous manufacturing enterprises are already established, among which are a planing-mill, brick-kiln and iron-foundry, and other important industries are contemplated. Moorhead is the crossing place of two trunk railroads, the Northern Pacific and the St. Paul, Minneapolis and Manitoba. Besides these two important lines there are also the Moorhead and Northern, from Moorhead to Fisher's Landing, Minnesota, and the Moorhead and McCauleyville from Moorhead to McCauleyville, Minnesota. The principal product of the neighboring country is grain, and large shipments of the same are made.

Moorhead was named in honor of W. G. Moorhead, a partner in the banking house of Jay Cook & Co., which furnished the first money to build the Northern Pacific Railroad. It was founded in 1871, and its appearance at that time is shown by the little sketch in the upper corner of our picture.

The longer view shows a portion of the principal street, and the third view represents the court house, the public school and one of the churches.

For social and commercial purposes, Moorhead and Fargo practically form one town, the Red River, which separates them, being a narrow stream crossed by a short bridge. The united population of the two is fully 12,000, forming the largest city between St. Paul and Portland, Oregon. It is safe to predict that from these two towns will rapidly develop a city of at least 100,000 inhabitants.

## A GERMAN VIEW OF THE NORTHWEST.

How Newspapers are Started and How New Towns Spring Up.

The following is a translation of an article by Richard Goerdeler, which recently appeared in the Berlin (Germany) *Tribune*. Mr. Goerdeler made a journey through the Northern Belt to the

Pacific Coast last summer, and, therefore, writes of what he saw:

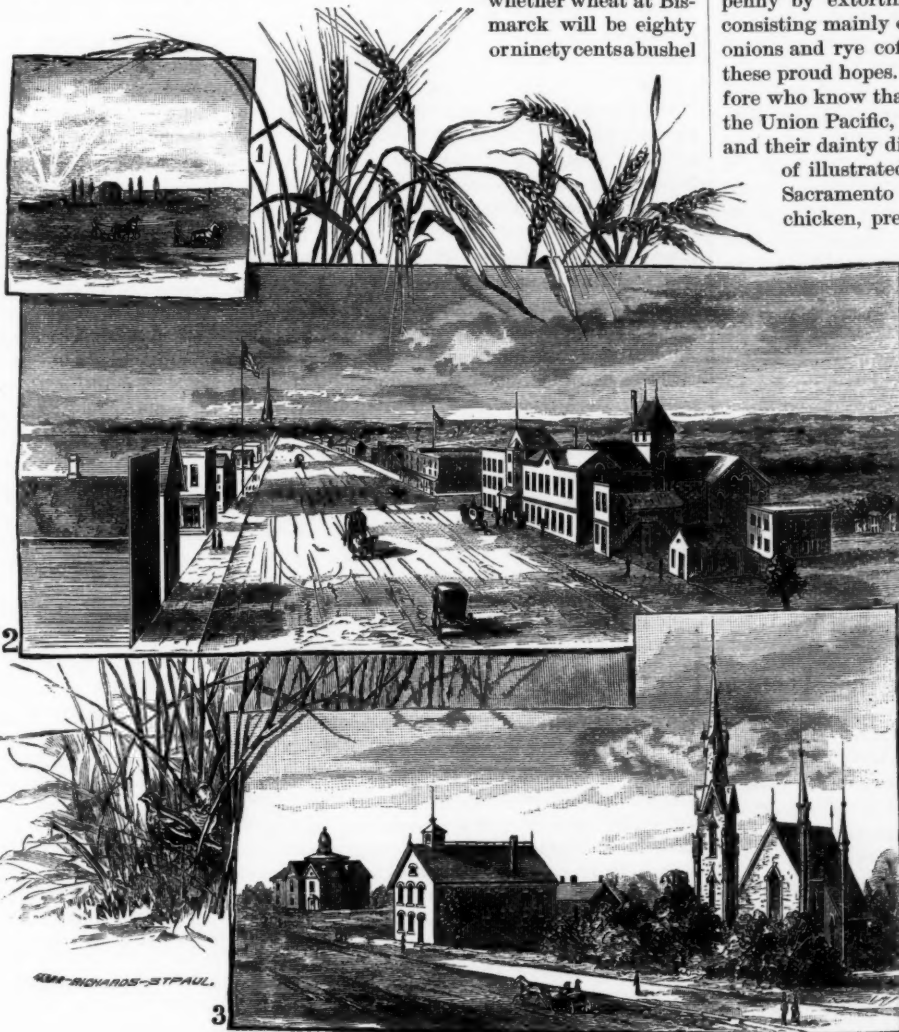
So much has been written in the press of Germany about the great American newspapers, that their names are not only familiar to every educated reader, but that no doubt exists about their politics and their own particular hobbies, if any they should happen to have. Thus the *New York Herald* loves to cultivate the field of sensations, the *World* preaches day after day the gospel of the untroubled Democracy, and the *Evening Post*, edited with so much skill by Carl Schurz, is said to be written with white kid gloves, because its tone is always and under all circumstances as decent as its language is refined and its phraseology polished. Less known in Germany are the newspapers of the far West, since they have a more local or rather national character. They are truly American in the best sense of the word. To the inhabitant of the great Northwest the question

whether wheat at Bismarck will be eighty or ninety cents a bushel

newspapers, and envy the lucky fellow whose land has been turned into such a big bonanza and made him wealthy almost within twenty-four hours; but he who has looked behind the scenes knows that accident has nothing to do with those creations, but cool and deliberate premeditation, prepared with a long head and very carefully, but, when the time has come, executed with the speed of lightning. At the time when the Union Pacific was built, the thing was different. This railroad was running through the deserts of Colorado, Utah and Nevada. Its projectors, therefore, marked out a station every sixty-five miles, and hoped to change it into a city by starving the travelers in the intervals and forcing them to feed there. But no cities have grown up, because the surrounding country does not support a population worth speaking of, and miserable, withered and desolate looking villages, with unhealthy and shiftless inhabitants, who try to make an honest penny by extorting a dollar for a beastly meal, consisting mainly of salt bacon, corn bread, raw onions and rye coffee, are the only remnants of these proud hopes. Experienced travelers, therefore who know that the celebrated hotel cars of the Union Pacific, with their beautifully set tables and their dainty dishes, exist only in the pictures of illustrated magazines, buy at Omaha or Sacramento a nice lunch basket, with cold chicken, preserves, boiled eggs, cold ham, crackers, butter and excellent California claret, and laugh from behind the plate glass windows of the railway carriage at the wry faces of the disappointed restaurateurs.

A much more difficult, but at the same time much more thankful task, was allotted to the Northern Pacific Railroad, since its line crosses the most magnificent country, the fertile fields and inexhaustible timber region of Minnesota, the golden wheat belt of Dakota, the beautiful Valley of the Yellowstone in Montana, to the enormous timber and coal region around Puget Sound, and cities, therefore, had to be laid out with intelligence, and not with the yard measure. The course of rivers is to be taken into consideration, the capability of the surrounding country to support a population, etc., all of which details having been ascertained, capital is enlisted. Capital must

first buy a number of square miles at \$2.50 per acre, and pay a good round sum for the privilege of a station: for a railroad can make cities and wipe them out of existence, and for nothing there is nothing in America as well as in Europe. And now the business commences. A few dozen nice wooden houses, got ready in the meantime in the nearest saw mills, are erected over night; a preacher, gambler, school-master, rum-seller, real estate man and corps de ballet for the intended opera house are on hand, which each in their own sweet peculiar fashion try to make propaganda for the new commonwealth, while a vigorous weekly newspaper, which is sent into all the world, is indefatigable in singing its praises in jubilant notes. The editor of such a newspaper, always an enterprising young man, who knows that only in a new community there is a sure chance of making one's fortune, has been trained for his not easy



MOORHEAD, MINN.

is of much more consequence than all the speeches of the Iron Chancellor in the German Parliament, and therefore the fluctuations of the American grain market must be discussed at full length, sometimes to the detriment of European affairs; which, however, is no loss to its readers, for as soon as anything of importance happens abroad the Western press comes up to the mark and is inferior to none of its Eastern contemporaries. But however these newspapers excel in this or that direction, not one of them is equal to the *Pioneer Press*, published at St. Paul, which, with its different branches and twigs, reaches to the Pacific Ocean, and evinces an enterprise unparalleled even in enterprising America.

People in sedate Europe often wonder how in the great American Northwest cities suddenly appear over night with the whole apparatus of modern civilization, to wit, churches, schools and

vocation in the office of the *Pioneer Press* at St. Paul. Such an editor must do everything; that is, he must not only be able to write an editorial and invent a sensation, but set them in type, print and sell them, which in the land of high wages, where—as, for instance, in Montana—an ordinary servant girl gets \$30 a month, besides board and lodging, is an absolute necessity. Now in such a brand new “city,” even the most fertile imagination would be soon at a loss what to write about, so here the *Pioneer Press* comes in and kindly furnishes the paper, the “outsides” filled with good and interesting reading matter and a few patent medicine advertisements at a trifling expense—for those patent medicine men are liberal fellows—so that the editor is only obliged to devote his eminent talent to the inside, to make it as interesting as possible. This he does with praiseworthy energy, going even so far as to check his innate desire always to tell the truth. He knows his countrymen to perfection, and that if his paper should fall into the hands of a true Yankee trying hard to get along in the overcrowded East, he will not rest before he has converted all his property into cash and gone out West to take a look at the beautiful new city. Ten to one he will not be disappointed when he sees it, but rather otherwise, for an abundance of good land is still to be had at a low figure, so he will invest partly in land, partly in the newspaper, subscribing for fifty or a hundred copies, which he sends out into all the world again, in order to attract others; for, as Horace says,

*Solamen miseris socios habuisse malorum :*

or, in good Anglo-Saxon :

Whene'er a Yankee finds a plum,  
He'll share with every one;  
He'll only keep the meat and then  
Will trade you for the stone.

In this wise the *Times*, in Glendive, the *Yellowstone Journal*, in Miles City, the *Avant Courier*, in Bozeman, the *Herald*, in Billings, and even the *Tribune*, in Bismarck, have been called into existence. Most of them have become dailies, and all them independent of the *Pioneer Press*, which rejoices in the welfare of its offspring and wishes them all success. To be sure, those papers sometimes exhibit an exuberance of local patriotism truly refreshing, and they are never so happy as when they can report a case of small-pox or business stagnation in one of their neighboring cities; but on the whole they are living and alive witnesses of American enterprise, which within a few years has opened to civilization one of the richest empires in the world, the great Golden Northwest, thereby offering independence and happiness to hundreds of thousands, nay, millions, now struggling without avail against poverty and distress.

#### PRINCE BISMARCK'S BIRTHDAY.

A Gift from the Golden Northwest.

*Special Correspondence of The Northwest.*

BERLIN, April 1st, 1883.

To-day being Prince Bismarck's birthday, the Chancellor's palace on Wilhelm Strasse was thronged from an early hour by a festive crowd eager to pay their respects and to offer the compliments of the season. First came the Prince's immediate family: the Princess, Countess Marie and her husband, Count Rantzau, with the three little ones; Count Herbert, just arrived from London, and Count Wilhelm, now here on legislative duties. Then the members of the household were admitted, among them the irrepressible Busch; ready, perhaps, to prove by another book that Bismarck is not such a great man after all. Toward noon all the august personages appeared: the German Crown Prince and his son, Prince Wilhelm, Count Moltke, and others too numerous to mention. Emperor William was prevented by a severe cold from coming in person, as has been his custom in former years, but was represented by his favorite aid-de-camp, Count Lehndorff.

Some of these stayed simply long enough to shake hands, others exchanged a few words, while others took a glance at the birthday presents, come in from all parts of the empire. These birthday gifts recur, year after year, with clock-like regularity, consisting of plover's eggs, curiously-shaped cakes, nick-nacks made of relics found on historical battlefields, etc., and can hardly be of great interest any more. This year, however, brought a genuine surprise: a beautifully engraved map of the city of Bismarck, very handsomely bound in maroon-colored leather and lined with white silk. The front cover bore the following inscription in gilt letters:

MAP OF THE CITY OF BISMARCK,  
Presented to his Highness,  
PRINCE BISMARCK,  
On his Birthday, April 1st, 1883,  
By the Publishers,  
H. B. STRANAHAN & Co.,  
Moorehead, Minnesota.

The Prince was evidently much gratified, showing it to many of his visitors, who seemed to admire it greatly; especially the picture of the Northern Pacific Railroad bridge spanning the Missouri between Bismarck and Mandan.

“What are these little squares?” inquired Count Herbert Bismarck of an American gentleman standing near.

“Lots, my lord.”

“Any of them for sale?”

“Yes, my lord, lots.”

The Chancellor looked at the punster and smiled. Does he want to make an investment? To boom Bismarck? I do not know; but I know that he will write a few very gracious lines to the enterprising firm giving him such an unexpected pleasure on the 68th anniversary of his birthday.

R. G.

#### ON VANCOUVER'S ISLAND.

The Pretty Capital of British Columbia and its Surroundings.

“H. H.” in *Atlantic Monthly*.

From Port Townsend it is a three hours' run, across the Straits of De Fuca, to Victoria, on Vancouver's Island; and here, at one's first step, he realizes that he is on British soil. It is strange that two people speaking the same language, holding in the main the same or similar beliefs, can have in their daily living so utterly dissimilar atmospheres as do the Americans and the English. This sharp contrast can nowhere be more vividly seen than from going from Washington Territory to Vancouver's Island. Victoria is a town which would well repay a careful study. Even in the most cursory glances at it, one sees symptoms of reticent life, a flavor of mystery and leisure, backgrounds of traditional dignity and hereditary squalor, such as one might go up and down the whole Pacific coast, from San Diego to Portland, and not find. When Victoria is, as it is sure to become, sooner or later, a wide-known summering place, no doubt its byways and highways, its bygone ways and days, will prove mines of treasure to the imagination of some dreaming storyteller. The business part of the town, if one may be pardoned such a misnomer in speaking of its sleepy streets, is rubbishy and littered. The buildings are shabby, unadorned, with no pretense of design or harmony. They remind one of the inferior portions of second-class commercial towns in England, and the men and women in the shops, on doorsteps and in alley-ways, look as if they might have just come from Hull. But once outside this part of the town, all is changed; delightful, picturesque lanes; great meadow spaces full of oaks; knolls of mossy boulders; old trees swathed in ivy; cottages buried in roses and

honeysuckle; comfortable houses, with lawns and hedges, sun-dials and quaint weather vanes; castle-like houses of stone, with lodges and high walls and driveways; and, to complete the picture, sauntering down the lanes, or driving at stately paces along the perfect roads, nonchalant men and leisurely women, whose nonchalance and leisure could not be outdone or outstared in Hyde Park.

At every turn is a new view of the sea, or a sudden glimpse of some half-hidden inlet or bay. These bursts and surprises of beautiful bits of water are the greatest charm of the place. Driving westward from the town one has the superb Royal Roads Harbor on the left for miles; then, turning to the right, through woods that meet overhead, past fields full of tossing fringes of brakes and thickets of spiraea twenty feet high, he comes suddenly on another exquisite landlocked, unsuspected harbor—the Esquimaux harbor, with its own little hamlet. Skirting around this, and bearing back towards the town again, by a road farther inland, he finds that to reach the town he must cross inlet after inlet. Wooded, dark, silent, amber-colored, they are a very paradise for lovers of rowing; or for lovers of wooing, either, we thought, as we came again and again on a tiny craft, in which two sat with idle oars. At other times, as we were crossing some picturesque stone bridge, a pleasure barge, with gay flags flying, and young men and maidens singing, would shoot out from under it and disappear around a leafy corner. From every higher ground we could see the majestic wall of the Olympic range rising in the south. The day will come when some painter will win fame for himself by painting this range as seen from Victoria: a solid wall of turquoise blue, with its sky-line fretted and turreted in silver snow, rising abrupt and perpendicular out of a dark-green and purple sea. I do not know any mountain range so beautiful or so grandly set. Often its base is wrapped in white mists, which look as if they were crystallized in ripples and ridges, like a field of ice floes. Rising out of these, the blue wall and snowy summits seem lifted into the skies; to have no connection with earth except by the ice-floe belt.

Turning one's back on the sea, and driving northward from the town, one finds a totally new country and expression: little farms of grazing or grain fields, the oats and wheat struggling in a hand-to-hand fight with the splendid, triumphant brakes; stretches of forest so thick their depths are black, and the tree-tops meet above the road. Except for occasional glimpses of blue water on the right, it would seem as if the sea must be hundreds of miles away. Farmers working in fields, or driving in primitive carts, look as removed from the careless, slatternly shop people in the town as from the gentlemen folks of the stone castles or the cathedral close. Wood roads turn off to right and left, disappearing at once in such obscurity of shadow that they seem little more than cave openings. We followed one of them through miles of tunneled forest, till it was suddenly stopped by a gate, beyond which all that could be seen of road seemed little more than a trail. The lure of an unknown road drew us irresistibly, and we pushed on, over boulders, through spicy, dark hollows of fir forest, winding and climbing, till we saw through the trees a low chimney and a gleam of sea. A few rods more and we came out on a rocky knoll, where, in a thicket of trees and honeysuckles and roses, stood a tiny cottage, looking out on a sea view which a monarch might have coveted: on the right hand a wooded cove, running far up into the forest; in front, a broad expanse of blue water, with the great Olympic range rising out of it in the south distance; on the left, a shore line of wooded points and promontories, as far as the eye could reach, growing more and more dusky, till they melted into the hazy blue of the Cascade range.



## THE YELLOWSTONE LAKE.

This large and beautiful sheet of water is remarkable no less for its great altitude of nearly 8,000 feet above the level of the sea, than for its great scenic attractions. It is secluded amid snow-peaked mountains, its bosom flecked with wooded islets, its limpid water alive with trout, and its bays and shallows swarming with swans, geese, ducks, and other water fowl. The neighboring forests are the haunts of various kinds of noble game. At different points along the shores of the lake are groups of hot springs, many of which are remarkable, even in "Wonderland," for the wealth of color in the deposits and the exquisite beauty of their formations. This inland sea possesses natural charms which are superior to those of the famous Alpine Lakes.

## TACOMA.

A City that Threatens the Supremacy of San Francisco.

From the New York Sun.

PUGET SOUND, March 28th.

The great city on the Pacific coast is to be Tacoma, the western terminus of the Northern Pacific Railroad. Its present and future rest on certainties.

San Francisco was founded on chance—the chance of finding placer gold in paying site and quantity, and the chance that rock veins of silver and gold would endure. California's placers, except in the mountain-top blue-clay channels, have all been found and scooped clean. The Comstock mines, abandoned or unworked, represent the best condition of California's gambling labor in rock mining. In the vernacular of her card gamblers, California is "played," and San Francisco is "played." For back of the uncertainty of gold and silver in the rock, lies the most terrible of all uncertainties to a civilized state, the uncertainty of rain. California cannot count on any crop whatever, except grapes and wine. Tacoma, on the other hand, is in the centre of the largest and most valuable lumber forest on the globe. Underneath her is the best bituminous coal in America. It outcrops ten miles behind her. In the Wilkeson coal field, thirty miles east of her, the quantity of workable coal in five veins, aggregating thirty feet, all controlled by the Northern Pacific Railroad Company, and therefore an appanage of Tacoma forever, is estimated to be 236,700,000 tons. In the Green River field, forty-six miles east of Tacoma, the railroad company's veins aggregate forty-five feet. Within a year the workable thickness of coal tributary to Tacoma, and as good as the best Pittsburgh, and on or near the Northern Pacific's land grant, has been increased by discovery from 27 feet to 82 feet, and in area in the Wilkeson field alone from 920 acres to 5,280. And this wealth of perfect coal is carried along the line of the railroad away over the Cascade range and down its eastern slope. Tacoma's coal is worth ten times over more than all the gold and silver California ever produced and San Francisco trafficked in. It will make Tacoma an eternal city. Gold made San Francisco only a gaudy, riotous, short-lived gambling saloon. From Tacoma's coal bunkers will go the coal to be consumed on the entire Pacific Coast and in the Sandwich Islands.

And there is iron ore in Tacoma's appanage. The Wilkeson coal field is already known to hold an eight-foot vein of hematite, and the Green River field a twelve-foot vein, each containing sixty per cent of metal. Across the Sound, in the Olympic range, is unlimited magnetic ore. It is absolutely certain that Tacoma will be the seat of an enormous industry in iron. We do not inventory the copper, gold, and argentiferous galena deposits from Ellenville, on the east side of the Cascade range, to the Mount Tacoma foothills,

west, reported by reputable mining experts there to abound more than in any other part of the United States.

In the waterway from the Pacific Ocean to the Tacoma docks, there is not a bar, rock, reef, or sand bank. The entrance to Puget Sound is thirteen miles wide and six hundred feet deep, and this depth and this roominess are carried from the mouth of the Straits of Fuca to Commencement Bay, which is Tacoma's harbor. At her coal docks at low tide the largest British ironclad could lie without touching bottom. No incoming clipper ship need pay a dollar of pilotage or towage.

This unrivalled seaport has a competitor in Portland, O., a seaport one hundred miles from the sea, up a muddy branch of the Columbia River. There are numerous bars between Portland and the mouth of the Colum-



VIEWS ON YELLOWSTONE LAKE.

bia, which sometimes compel costly lighterage.

A railroad running north and south through Oregon will be extended, by connection, this year to Tacoma. This will end the shipment of wheat to England from Portland. All of that grain, and the quantity is enormous, will thereafter be shipped from Tacoma. But Tacoma is to have two wheat railroads. The short and straight branch from the Columbia River Valley across the Cascade Mountains to Puget Sound will carry to Tacoma all the wheat of eastern Washington Territory, northeastern Oregon, and Idaho. Tacoma will be the greatest grain-shipping port in the world. This Cascade branch, moreover, will, immediately on its completion, give Tacoma an immense trade in coal and lumber eastward to the treeless and fuelless portion of the Columbia plains.

Her unequalled position and relations, and the

two lines of railroad from the South and the East, will make Tacoma the local metropolis of an area of territory larger than that which includes Chicago, Buffalo, New York, Philadelphia, Baltimore, Louisville and St. Louis, and back to Chicago. Nationally, it will be the entrepôt and outport for the trade with Japan and China, to which Tacoma is 600 miles nearer than San Francisco is.

Puget Sound is a ravishingly beautiful archipelago. There is not so lovely a body of water on the earth. Tourists by tens of thousands will go yearly to Tacoma, to sail on the purple sea, through islands ever green with fir trees, the purple sea buttressed on the west by the snow peaks of the Olympian range, and sentried on the east by the slumbering volcano, Tacoma, 14,500 feet high, a pyramid of eternal ice and snow, which gives back to the entranced beholder the revolving light of day and of the moonlit night in every color and shade known to the prism and to art. There is not in all America such a superb spectacle as this snow mountain. And alone of American mountains it holds in its heart a glacier, as grand and impressive as that of Mont Blanc. The time will surely come when our "society mob," which now goes annually to Switzerland because it is fashionable and English to do so, will become sufficiently Americanized to desire to know the geography of its own country. Then the objective of our far summer travel will be Tacoma, the purple archipelago, and the Tacoma glacier.

Four thousand people are in this new town. The saw mills at Puget Sound cannot supply its increasing population's demand for lumber. They run night and day to meet the impatience of a keen race to "get their stake" before September next, and before a flood in real estate values will follow there the completion of the Northern Pacific Railroad. Tacoma's coal bunkers already are astonishing for size and rapidity in filling great ships. Her grain elevators, grain warehouses, car shops, machine shops, and foundries, built and ordered to be built by the railroad company, and the shipyards projected, are all on a scale measured to the size of a great city, as well as the needs of the greatest of the transcontinental railroads. And this queen of the Pacific will rule in a climate that should make extreme old age the law in Tacoma, and early death an accident or a fault. The climatic record of the town for the last year is its almost uniform record for the past.

In 1882 the lowest temperature was 21° Fahrenheit in February, and

the highest 78° in June. Snow fell eleven times in the three months of January, February, and March, and disappeared on the same days. Frosts occurred five times in

April and twice in May. Nature has provided perfectly for the drainage of the city. It will lie on three successive plateaus rising 300 feet above the level of Puget Sound. OCCIDENT.

THE problem of finding employment for the large accessions to the present population of the Northwest, is not a difficult one now, nor is it likely to be for the next five or ten years. It is not likely that more than one-sixth of the newcomers arrive here entirely dependent upon the finding of immediate employment, and the development of new railway and other interests, and the steady increased business activity make labor abundant for this number. Indeed, there is no reason in the world why an honest, able-bodied man should remain idle an hour in this city, or in any of the interior towns of the Northwest.—*Portland (Oregon) News.*



NEW AND CORRECT MAP OF OREGON AND WASHINGTON TERRITORY.



## HIS FIRST GRIZZLY.

The picture of a grizzly bear on this page is from a photograph by L. A. Huffman, of Miles City, Montana, who is both sportsman and artist, and goes to the plains and mountains every winter equipped with rifle, rations, blankets and camera, all carried by his faithful horse, and takes negatives of the game he kills. Sometimes he goes quite alone; sometimes one or two friends share his hardships and successes. We are indebted to Mr. Huffman for a number of photographs, which will be reproduced in THE NORTHWEST, first being drawn in pen-and-ink by Frank H. Taylor and then engraved by the photo-engraving process. They will have the merit of showing how the game animals of Montana really look; not as the imagination of the hunter sometimes represents them. In the present sketch the hunter looks about as melancholy as the dead bear. Perhaps he feels sad when looking at the splendid brute he has slain—a feeling common to amateur sportsmen, which soon wears off. The grizzly is becoming a scarce animal in the far West; in a few more years he will disappear with the Buffalo and the Rocky Mountain sheep.

## SALMON FISHING IN THE COLUMBIA.

*From the Daily Astorian, March 31st.*

To-day the close season on the Columbia river ends, and after twelve o'clock to-night it will be lawful to catch the lordly fish whose delicate flavor and excellent quality makes it a staple article of trade in the markets of the world. The canneries in Astoria and vicinity, to the number of thirty-eight, have been in preparation for the last ninety days, and by the latter end of next week will be in trim to begin the season's work. Some few intend putting their boats in the water next Monday, but by far the greater number will defer active operations till the run begins to come in in larger quantity. There are salmon in the river, and from the present stage of the water it would seem as though the fish would be plenty in a short time. The canneries will put about 1,600 boats in the water, more than there is at present men to man. Probably by the time the season is well along there will be plenty fishermen, but there are not, to-day, any more than half the number of men required. This does not include the many private boats along the river, the number of which increases every year. As to the price of salmon on the Columbia, from the nature of affairs nothing can be positively stated. Probably seventy-five cents a fish will be the ruling rates throughout the season. The tendency has been gradually upward since the business began to assume prominence. Five weeks ago one prominent firm advertised that to fishermen owning their own boats ninety cents per fish would be paid. This announcement did not tend to settle values to any appreciable extent. On the Sacramento river fishermen are being engaged this season at fifty cents per fish. The matter is simply one of supply and demand. With "twenty salmon to the boat," and a steady run, there would be little difficulty in making terms. It is one of these cases, however, where "one's foresight is not equal to his hindsight." There are but few left on the river, not over 25,000 cases, and these are all sold.

## THE NORTHERN PACIFIC BELT.

*From a Letter by Gen. James S. Brislin, in the Cincinnati Commercial.*

A great deal has been said about the country through which the several great transcontinental

lines pass from the East to the Pacific Coast. I know personally of only two of them—the Union Pacific and the Northern Pacific. I have ridden on horseback over the territory adjacent to the Union Pacific, from Omaha to Ogden, and I have also marched over nearly all the country along the line of the Northern Pacific, from St. Paul to Missoula. The truth is there is no comparison at all between the two sections. The Northern Pacific traverses not only the best country, but it is so much better than the Union Pacific that the commerce of the Northern road will, I believe, in the near future be twice as great as that of the Union Pacific. It is said Mr. William H. Vanderbilt will seek a connection for his vast network of Eastern roads over the best of the great transcontinental lines, and in this event his choice can hardly fail to fall upon the Northern Pacific. The land grant of the Northern road amounts to 48,215,040 acres of land, and this alone is worth \$100,000,000 at a fair valuation. The road-bed, rolling-stock and franchise of the road will be worth another \$100,000,000, and the minerals and timber on railroad lands, \$50,000,000, making a total of \$250,000,000—not a bad estate for one man to control.



HIS FIRST GRIZZLY.

The last enthusiastic convert to the possibilities of the great Northwest is Colonel Smith, whom the Government sent out to inspect the Northern Pacific Railroad, and if possible find fault. Colonel Smith came West in a severely critical state of mind, but fell in love with all he saw. He says: "Not only have I nothing to criticise, but I am amazed at the greatness of your country. I have traveled over the Central, Union and Southern Pacific Railways, but none of them pass through so fine a country as the Northern Pacific. While people only stay in Texas, they can live in the favored Northwest. Eastern people will have to enlarge their comprehension of things before they can fully appreciate the future of this remarkable country. I saw comparatively little waste land between St. Paul and Livingston. In some places they will have to irrigate, but that is easy, and the supply of water is unlimited. No person can realize the vastness and fertility of the Northern Pacific country without making an individual examination of it, as all the published accounts utterly fail to do it justice." That has long been my own opinion of the great Northwest, and I am

glad to see other people are beginning to agree with me somewhat.

## GROWTH OF BILLINGS.

The following telegram received from Vice-President Oakes of the Northern Pacific Railroad, dated Stillwater, Mont., April 30, shows the rapid growth of this town.

"I find the town of Billings has made marked improvements since I was here last October. The irrigating ditch is now completed, and water will be let into it within a week, bringing under irrigation 100,000 acres of land. In anticipation of the ditch a large area has been planted with wheat. Last October the population was about 500, to-day there must be fully 2,000 people. Over 200 buildings of various kinds have been erected recently. A fine brick church, erected by the Hon. Frederick Billings, of New York, capable of seating 500 people, is about completed. It is a very handsome edifice, and would do credit to any place of like size in the East. An Episcopal church, costing \$5,000, is also to be erected, and work on it will be commenced at once. The Northern Pacific Railroad Company has completed substantial round houses,

shops, etc., for the usual purposes of a division terminus. They are in full operation, employing nearly 100 men.

The "Head Quarters" Hotel, erected on the right of way, is in full operation, and the Minnesota and Montana Land and Improvement Company is about commencing the erection of a handsome depot and eating-house combined. The street railroad is under construction, and will be in operation by May 15th."

## ON TRIAL FOR TELLING THE TRUTH.

*From the New York Times.*

There was a time when the Canadians were proud of their long winters, and gloried in their supremacy in the sports of that season. Snow and ice were then regarded as the chief natural productions of British America, and the people of Canada, when they went to a photographer's to have their likeness taken, dressed themselves in fur garments and grouped themselves picturesquely before artistic screens painted to represent wintry drifts and white icebergs floating on very blue cold water, with a few polar bears in the background. Such pictures were sent to friends in England, along with letters describing the pleasures of tobogganning and of hunting the moose on snow-shoes. But Canada has "developed:" railways have been built, opening up the vast last lands of the Northwest, and "Capital" has been urged to cast its golden orb upon Western Ontario and Winnipeg and British Columbia. Boasts are no longer heard of the extreme rigor of Canadian Winters. On the contrary, it is asserted that the climate is nothing more than invigorating in the most northerly neighborhoods; and unusual thermometrical records are sternly frowned upon. Therefore, the Rev. Mr. Walker, a Presbyterian preacher of Binbrook, Ontario, is to be tried by the Presbytery of Hamilton. Mr. Walker, whose salary is probably small, evidently suffers during the winter at his pastorate; perhaps he cannot afford to buy thick flannels and fur coats; at any rate, in a letter which he wrote to a Scottish newspaper, to eke out his income, he drew such a vivid picture of the bitterness of a Canadian winter that the presbyters have decided that he has not shown "a proper regard for the country in which God has cast his lot."

## The Northwest.

A Monthly Journal, devoted to the development of the New Northwestern States and Territories.

[Registered at the Post Office as Second Class Matter.]

### BUSINESS ANNOUNCEMENT.

THE NORTHWEST is published monthly by E. V. SMALLEY. Subscription Terms: Single copies, \$1 per year; five copies, \$4; ten copies, \$7; payable in advance.

Principal Office: Ninth floor, Mills Building, Broad Street, New York.

Branch Offices: Philadelphia, corner Third and Dock Streets; Joseph Creamer, agent. St. Paul, Northern Pacific Railroad Building. Portland, Oregon, Bureau of Immigration.

ADVERTISING RATE.—Per line, each insertion, 25 cents, one inch space, each insertion, \$3. A reduction allowed on yearly contracts. Address:

THE NORTHWEST,  
Mills Building, New York.

## WINSLOW, LANIER & CO.,

BANKERS.

26 Nassau Street, New York City.

NEGOTIATE RAILROAD LOANS.

ISSUE LETTERS OF CREDIT FOR FOREIGN TRAVEL,

RECEIVE THE ACCOUNTS OF DOMESTIC AND FOREIGN BANKERS, MERCHANTS AND CORPORATIONS.

NEW YORK, MAY, 1883.

HERE are a few significant figures from the business record for 1882, of Jamestown, Dakota: bank deposits, \$3,644,498.07; bank exchanges, \$4,874,224.49; agricultural implements, \$160,956.68; real estate sales, \$1,715,867.41; total cost new buildings, \$500,000; N. P. R. R. freight receipts, \$271,472; N. P. R. R. cash sales of tickets, \$37,870.84; guests registered for the year at the hotels, 32,285.

CONTRACTS were recently signed for clearing and grading sixty miles of the Wisconsin Division of the Northern Pacific Railroad, from Superior to Ashland. At the latter place, the road will reach a third good lake harbor, and will secure a new connection to Milwaukee and Chicago by way of the Wisconsin Central Railroad. With its three lake termini at Duluth, Superior and Ashland, the Northern Pacific will occupy a commanding position in its relation to the commerce of Lake Superior.

AN important industry of which there has been a good deal of talk during the past year, is about to be established in Montana—we mean the slaughtering of cattle for shipment as dressed beef in refrigerator cars to Eastern markets. A company has been formed to establish slaughter houses at Miles City and Billings, and the N. P. Railroad has already contracted for the refrigerator cars, and appointed a superintendent to manage the transportation part of the busi-

ness. A handsome profit is figured out on shipping dressed carcasses over the cost of putting live animals in Chicago or New York, and once successfully established it is believed that the industry will revolutionize the whole system of transporting beef from the Western plains.

THE map of Oregon and Washington, which we print on another page, will interest all of our readers who may think of emigrating to the Pacific Northwest. It has been corrected to date, and shows all the new towns and the railroad lines completed and in progress. The opening of direct railroad communication from Portland and the Puget Sound ports to the cities of the East, an event which will take place during the coming summer, makes these hitherto isolated regions as accessible as California, and will be sure to attract to them a large influx of population. There are large areas of fertile land waiting occupancy in both Oregon and Washington, and abundant opportunities for engaging in business enterprises. Productive fields, mines of coal, iron and the precious metals, and vast forests of valuable timber, wait the coming of capital and labor for their development; and to aid that development there exists, as will be seen by reference to the map, a system of railway lines remarkably well advanced for a new country, supplemented by the navigable waters of Puget Sound and of the Columbia, Snake and Willamette Rivers.

### LAYING OUT NEW TOWNS.

THE plans of new towns in the Northwest do not, as a rule, we regret to say, display much taste or much regard for the comfort and enjoyment of the inhabitants in the future. A short-sighted, narrow, utilitarian spirit too often governs the town site company or the individual speculator who marks out the streets and lots in these embryonic cities, and the chief purpose is to get as many lots as possible out of a given acreage of ground. The streets are placed too near together, thus making the lots so shallow that it is not practicable to have lawns in front of the dwellings and gardens in the rear, as is the almost universal custom in the villages of our Eastern, Middle, and older Western States. Then towns which by no stretch of hopeful probability will ever have more than five or six thousand inhabitants, are plotted on the city system of 25-foot-front lots for residences. True, there is nothing to hinder a purchaser from buying two lots or four for his house, but, on the other hand, to sell a building lot which has hardly half the frontage required for a modest cottage, seems almost an imposition. A man who should buy a business lot to build a store upon in one of these new towns, and should afterwards find it to have only ten feet frontage, would have reason for serious complaint; and in the same way a man who buys a dwelling lot only wide enough for a city house standing in a block,

may naturally feel that he has been ungenerously dealt with, when he sees all the wide prairie open around him, and finds land adjoining the town plots is worth only ten or fifteen dollars an acre. For business lots a frontage of 25 feet is ample, but no residence lots should be plotted of a less width than 50 feet. A good plan would be to have three widths of lots, 25, 50 and 100 feet, the latter for those somewhat distant from the business centre.

Some of the new towns, whose plots we have seen, make no provision for a public square—a very serious omission. Few provide a street of extra width for park treatment, with lots of extra depth adapted for fine residences; few make any use of natural advantages, such as a bluff commanding a fine prospect, or a river front where a strip of land might well be reserved for a public promenade; few display any more skill or taste than is needed to draw straight lines on a sheet of paper with a ruler for the streets and lots. There are some exceptions, we are glad to say, to this rule of planning towns with a view solely to getting as much for the lots as possible the first year or two. One young city we have in mind has reserved for a park a spot commanding a view of a magnificent waterfall; another has provided for a broad boulevard with a parkway in the centre; another has left open a river frontage which may some time become a more beautiful promenade than the *Lung Arno* in Florence, though now an unsightly dumping ground for garbage and old tin cans. We wish that all town-site projectors would bear in mind that they are planning for generations to come, and exercising a creative power which should inspire in them something better than mere sordid motives. There ought to be a satisfaction in laying out a handsome town with the best feasible arrangements for health, comfort, and beauty, which would more than compensate for some sacrifice of immediate money profit.

### ABOUT COLONIES.

A NOTICEABLE feature of the migration this spring to the Northwest, is the numerous colonies that have gone out in a body or are now organizing to move the present month. There are many advantages in this mode of going to a new country. The members of a colony are usually old acquaintances from the same neighborhood, who have ties of friendship and local customs and traditions to bind them together, so that to some extent they transfer their former social conditions to their new home, and the sense of newness and strangeness which sometimes oppresses the emigrant is a great deal modified. The women, especially, are happier for not being obliged to make an entirely fresh circle of acquaintances. Then there is a practical co-operation among the men at the outset in helping each other to put up houses, to break the sod by doubling teams, and to exchange kindly acts of neighborly assistance. Be-



sides, in the matter of freight and passenger rates on the railroads, a numerous colony going West in a body can usually get concessions which work to the advantage of all.

It should be understood, however, by people who mean to join colony associations, that they open no royal road to ease and competency in the West, and that their members are not going to be relieved from the practice of the same industry, energy, and prudence which alone enable the individual settler to prosper. The colony is not going to work for them, or think for them, or save for them. We remember a New York colony which, soon after the war, bought an estate in western North Carolina, upon which was a hotel and a warm spring. Many of the members spent their time in bathing in the spring and sitting in the shade on the hotel piazza. At last the industrious grew weary of working for the lazy, and the association broke up disastrously. At Rugby, Tennessee, more recently, the English colony passed through discouraging experiences until the idle colonists, who seemed think life "all beer and skittles," were weeded out and their places filled with workers. Idle, incompetent people who may think that, by fastening themselves to a colony, they can somehow drift along with the rest, had better give up the notion. In old communities such people manage to live by the good-natured tolerance and assistance of society, but in the West, where earnest labor is the one thing needed to develop the resources of nature, they are detected at once, and have a hard time of it. The constitutional shirks, and the dreamy, amiable ne'er-do-wells, had better stay where they are. The same can also be said of the reformer who thinks he has a call to elevate society, and whose ardor is usually fired by the project of a colony casting off the restraints of old industrial and social conditions, and going out upon virgin soil. People in the new West are much too busy with the material problems right around them to care much for theories, philosophies or new religions. What they want to know about a new comer is not whether he can talk eloquently about the dignity of labor, but whether he can build a house or drive a breaking-team; not whether he has aspirations for the higher life, but whether he pays his way and is going to make one more industrious, capable worker in the new community.

Colonies, such as we speak of, attempt no common ownership of land or regulation of labor—such attempts, unless inspired by some peculiar religious spirit, have always failed,—but are only associations of families to buy a homestead land in the same vicinity, secure the advantages of schools, a post-office and a well-settled neighborhood at once, and render mutual services to each other, such as good neighbors everywhere render. We believe a little closer organization might profitably be effected. For example, a colony settling in Dakota where the farms are not fenced and stock must be herded, might own a pasturage tract in common, and might also plant a timber tract for the general bene-

fit. They might arrange, too, to build their houses nearer together in a village, instead of in the lonely isolated American fashion, thus securing social pleasures at night after returning from the labor of the fields.

#### THE UPPER JAMES RIVER VALLEY.

A CREDITABLE little pamphlet, with the above title, has just been published by the Board of Trade of Jamestown, Dakota, to serve as a guide to emigrants desiring information concerning the country north of that place, lately opened to settlement by the construction of the Jamestown & Northern Railroad. A correct map of Northern Dakota accompanies the pamphlet, and the descriptive matter, we are glad to note, is not pitched in the high key of extravagant praise which so often characterizes similar publications. We can commend the little book as an honest effort to make a fair representation of the advantages of a very fertile and attractive section of the new Northwest.

The valley of the Upper James embraces a strip of country forty or fifty miles wide, and about two hundred long, lying about midway between the valleys of the Red River of the North, and the Missouri. The surface of the country is sufficiently rolling to secure good drainage and immunity from overflow, while the soil is rich and highly productive of wheat and other small grains, and is of such a character that it withstands both drought and excessive moisture, so that a failure of crops has never been known. Numerous small lakes and streams afford pure water. There are no swamps or marshes to breed malarial fevers. The native grasses are luxuriant, and most farmers manage to have a meadow by a brook or a pond, where they cut hay for winter feed for their stock. In this region the winters are long and cold, but the dry, bracing air greatly modifies the effect of low temperatures; thus the sensation of cold is hardly as great in Dakota when the thermometer registers fifteen degrees below zero, as in New York or Boston when it indicates fifteen above. The summers are pleasant, the heat being agreeably tempered by constant breezes sweeping over the prairies. Settlers desiring to go to the Upper James River country, should buy tickets for Jamestown, where they can get all the information required about opportunities for obtaining government land by homestead or pre-emption claims, or for purchasing railroad lands.

#### COST OF FARMING IN, ENGLAND.

A WRITER in *Harper's Magazine*, who has been making a careful study of farm life in the southern counties of England, says, that in Sussex the farmers pay, as a rule, seven dollars per acre rent for their land, two dollars as tithes, and one dollar in taxes, thus making a total annual lien upon the crops of ten dollars per acre to be paid before the

farmer himself gets any return for his labor and capital. How different are the conditions of agricultural life in the United States, where no landlord takes the lion's share of the product of the soil, and where there is no State Church to be supported by tithes! The saving in these two items in a single year is sufficient to pay for a good farm in the American Northwest and put in a crop. What the English farmer pays to the landlord and the Established Church from every crop he raises, would make him an independent landholder in Dakota.

It is no wonder that, as this fact becomes known and pondered in Great Britain, thousands of intelligent, fore-handed farmers are emigrating to the United States. The emigration which used to consist of the surplus of population—poor laborers and mechanics—who had no foothold at home and who could barely scrape together money enough to buy a steerage ticket to New York, is now assuming quite another character. Substantial people are giving up their holdings, converting their farm implements, animals, and furniture into cash, and, taking their earnings from the banks, are crossing the Atlantic to buy land and begin life anew as freeholders and independent citizens of the great Republic. It is safe to say that, without exception, such emigrants prosper in the new world. The change is no hazardous experiment for them. They have the means to buy 160, 320, or perhaps a section of 640 acres outright; they understand the cultivation of grain and the care of cattle, by methods far more thorough and careful than American farmers are accustomed to employ; they are thrifty, industrious and economical, and, therefore, control the elements of success.

The same writer in *Harper's* says that English farmers are not impressed by our crop reports, because they frequently raise forty or fifty bushels of wheat to the acre, where twenty-five or thirty is a good yield in Dakota. They should take into consideration, however, the fact that they obtain their heavy crops by a liberal use of expensive manure, and by a system of cultivation involving a great deal of labor, and even carried so far, we understand, as to have the fields weeded. In the Northwest, the aim is to cultivate the maximum of land with the minimum of labor. The farmer turns his furrows with a sulky plow upon which he rides; the seed is drilled in; the crop is cut with the best harvester; threshing is done in the field with a machine run by a steam engine which burns the straw for fuel, and the grain is hauled forthwith to an elevator at the nearest railway station. By all these labor-saving devices, a man's work produces twice or thrice as many bushels of grain as it can possibly do in England. Count besides the great saving in rent and tithes, and the many other advantages of independent land ownership, and it is plain that an English farmer can greatly improve his condition by removing to the new regions of the Northwest.

## QUESTIONS AND ANSWERS.

[In this Department the Editor will endeavor to answer briefly all inquiries concerning the Northwestern country, openings for settlement and new enterprises, promising investments for capital, railroad securities, etc.]

### The Nearest Place to Get Homesteads.

SCRANTON, PA., April 20th, 1883.

To the Editor of the Northwest:

Will you greatly oblige three young men who mean to go West soon, by giving us your advice as to the nearest good locality to take up lands as homestead claims?

J. R. B.

Dakota is the nearest Territory where there are large areas of good farm land still open to homestead settlers. You had better go as soon as you can, however, because there is a great rush of emigration this spring, and choice lands will soon be scarce. According to the Dakota papers, in two years more there will be no unoccupied wheat land in that Territory.

### Sheep-raising in Montana.

DUBUQUE, IOWA, April 14th, 1883.

To the Editor of the Northwest:

I learn from your paper that sheep-raising is a good business in Montana. I would like to engage in it if I knew where to go. Please say in your next number where I had better make a start.

R. F. S.

You could not do better than to go first to Miles City and from there look at the Tongue River ranges. If you do not find a satisfactory opening there, go on to Billings and explore the country around the headwaters of the Musselshell.

### Amount of N. P. Bonds Outstanding.

KINDERHOOK, N. Y., April 9th, 1883.

To the Editor of the Northwest:

Please send me a statement of the amount of old N. P. bonds outstanding. I mean bonds issued by Jay Cooke & Co.; also the amount of new bonds issued by the Company since its reorganization—Pend d'Oreille, so many; Missoula Division and General Mortgage, so many; as I have some money to invest and can then make up my mind.

E. P. B.

There are none of the old Jay Cooke bonds outstanding; they were all converted into preferred stock. For the other information you want, write to the Treasurer of the Northern Pacific Company, New York, for a copy of the last Annual Report.

### Elk and Deer.

BOSTON, April 15th, 1883.

To the Editor of the Northwest:

Two ardent sportsmen, used to roughing it in Northern Maine and the Adirondacks, want to go to the Rocky Mountains for a chance at the big game of the far West. Where had we better go? Can we take in the National Park and hunt at the same time?

SPORTSMAN.

You cannot shoot game in the Park without getting into trouble with the authorities—a wise restriction which tourists should not only respect but help enforce. Better stop at Livingston, on the way to the Park and go up into the Crazy Mountains for elk and black-tail deer.

### Wages in Washington Territory.

NEW HAVEN, CT., April 14th, 1883.

To the Editor of the Northwest:

I will be obliged if you will answer this question: What are the wages of labor in the Puget Sound region, and is there a good demand for mechanics and laborers?

R. S.

Wages in the Puget Sound country range from \$2.50 to \$6 per day. The demand is brisk for most kinds of skilled and unskilled labor, and the market scantily supplied. The *Seattle Post-Intelligencer*, writing on this subject, recently said: While this is true of men to work, it is not true that there is any demand for men in the

lighter pursuits of life, men to fill soft jobs, men to do nothing and get well paid for it—professional men, real estate sharps, clerks, bookkeepers, barkeepers and the like. These kind are here in number sufficient for the purposes of double our present population, and they can be seen idling away their time on the streets until the sight becomes really sickening. Of the other kind, though, there is a very evident paucity—the kind that sail ships, make lumber, dig coal, drive drays, build brick and stone houses, etc., the really useful kind—there is great lack and loud call.

### Sale of N. P. Lands.

PHILADELPHIA, PA., March 31st, 1883.

To the Editor of The Northwest:

We hear a great deal said about a large land sale made by the Northern Pacific Railroad Co. Will you kindly give the facts of the case to your readers in your next issue? and oblige.

J. W. B.

There are negotiations in progress looking to such a sale, but they are not yet completed.

### The Spokane Country.

TOLEDO, O., April 12th, 1883.

To the Editor of The Northwest:

Can you put me in the way of getting information about the climate, soil and advantages of the country tributary to Spokane Falls, Washington Territory?

J. M. S.

A carefully-prepared pamphlet was published last year, entitled "Spokane County as it is," which is exactly what you want. We presume you can obtain it by writing to Paul Schulze, Bureau of Immigration, Portland, Oregon.

### Southern Oregon.

ELMIRA, N. Y., April 21st, 1883.

To the Editor of The Northwest:

I read lately a description of the Rogue River Valley, in Southern Oregon, which spoke so favorably of its climate that I feel like pulling up stakes and moving out there. (1) Is there any Government land for farming to be had there? (2) What do you think of the climate?

H. J. M.

(1) No, there is no vacant Government land in the valley. You would have to buy a portion of some old settler's big farm. (2) The climate is admirable; summers no hotter than in New York and winters as mild as those of South Carolina. We may add that the valley is of limited extent, being only about thirty miles long by twenty wide, and contains two important towns, Ashland and Jacksonville. Placer gold mines are still worked near Jacksonville.

### DRESSED BEEF vs. LIVE STOCK.

From the St. Louis Railway Register.

The business of raising cattle on the great plains of the West has grown enormously during the last ten years, yet the supply of beef for the markets of the East has not kept pace with the demand. The price has steadily advanced until this necessary article of food is almost beyond the means of the poorer classes.

There have been evils connected with the transportation of cattle from the West to the East which are great and have attracted the attention of humanitarians and consumers. A herd of cattle which arrives at New York from Texas or Montana is received in bad condition. The poor animals, taken from their native quiet ranges and crowded into close cars to be rattled and jolted for a week or ten days over railroads, exposed to strange noises, bruised by sudden halts and starts, terrified by their proximity and unusual surroundings, when they reach their journey's end are sick, lame and feverish. In this condition they are slaughtered for food.

The idea of killing the cattle near the place of their growth and transporting the dressed meat to

market in refrigerator cars was a bright one and has steadily grown in favor. The advantages of the plan are obvious, for it is open to none of the objections urged against the old method. It is understood however, or at least it is claimed, that the firms and companies, who have large capital invested in the live stock business, and the railroads which have provided cars and yards for its accommodation, are opposed to an innovation and propose to "fight" all attempts to revolutionize the old way.

It is the characteristic of a wise man to look ahead and provide for the contingencies of the future. Our wealthiest and most successful business men and capitalists have achieved their success by being able to peer into the midst of the future and shape their actions accordingly: it is only stupid and sluggish minds which refuse to listen to the lessons of experience or heed the signs of the times.

We believe that there can be no possible question about the ultimate victory of the refrigerator plan of transportation over the old fashioned stock cars. Possibly there are not yet refrigerator cars which are perfect, but there soon will be, and then they will be sure to be used. Any opposition must be as fruitless as the competition between the stage coach and the passenger train was, and the men who set themselves in array against the dressed meat methods of transportation, only label themselves as being hopelessly behind the times. The bull who tried to stop the locomotive was brave, yet his fate was sad: so will the result be for the partizan of the old-fashioned schemes. The chariot of progress rolls on in spite of all the obstacles.

On the Western prairies and plains, in a few of the Western cities which are railroad centres, easily accessible, will spring up immense slaughtering establishments where the cattle will be killed, and the meat prepared for shipment in refrigerator cars to market. The stock trains will then practically disappear and consumers and railroads will be alike benefited.

### SENATOR MANDERSON'S INDIAN AGENT STORY.

From the Washington Republican.

"Indian agents are a queer lot," said Senator Manderson to the Avenue man last evening. "I never think of them that I am not reminded of an old story that is often told at their expense out West. The scene is generally located in Iowa, probably because the Indian Ring is supposed to have its headquarters in that State. The story is that a man in an Iowa town was told he could have an Indian agency. On inquiry he learned that the salary was \$1,500 a year, a sum that struck him as being ridiculously small. Meeting the wise man of the place, probably a retired Indian trader, he said: 'Uncle Dick, I have about concluded to decline that office. I can't afford to go out there, away beyond the confines of civilization, and give up my pleasant associations here for a paltry \$1,500 salary.' Uncle Dick was aghast.

"You haven't told anybody you are going to refuse, I hope," he finally found voice to say.

"No, I haven't breathed it to anybody."

"Then don't."

"But what am I to do?"

"Just pack up and move up to your agency. You will get two or three hundred thousand dollars worth of supplies to distribute among the Indians. When the Indians come to get their clothing and provisions give them 25 per cent. and keep 75 per cent. yourself."

"That is a very good plan," interposed the other who had been listening intently to the words of wisdom as they dropped like pearls from the lips of the wise man, 'but don't you think—hem, but don't you think 25 per cent. is too much to the d—d Indians?"



## THE NEW NORTHWEST.

From Frank Leslie's Illustrated Newspaper.

The rapid industrial development of some of the younger States and Territories of the Northwest is one of the marvels of our recent history. Fifty years ago, even the now imperial States of Ohio, Michigan and Indiana were comparatively unexplored, at least regarded as an untried field for industrial enterprise. Fifty years ago, of course, such States and Territories as Wisconsin, Michigan, California, Kansas, Oregon, Nebraska, Montana, Iowa, Nevada, Dakota, Idaho, Washington and Wyoming, not to mention other Territories more to the Southwest, had no existence. Chicago had but twenty-nine voters; the first house was yet to be erected in St. Paul; San Francisco was a straggling Mexican settlement, known as Yerba Buena; Milwaukee had no place on the maps; Buffalo had only been incorporated a year, and was but just beginning to feel the commercial impulse which, following the completion of the Erie Canal, was not only to make it the eleventh city of the Union, but to open up the whole region of the great lakes to traffic. Here in New York the commerce was trifling compared with its present enormous proportions. John Jacob Astor was then the only merchant in the city having a fortune of over a million dollars, and that of Nathaniel Prime, the Wall Street magnate of that period, did not exceed a million. There was no railroad between here and Albany, and the use of the locomotive was still, to a large extent, experimental; travel was done mainly by steamboats, canal-packets, and stage-coaches. Steam-engines for manufacturing purposes had not yet been introduced in this country, and the bare suggestion of the telephone, and elevated railroads, not to mention our present wonderful system of land and ocean telegraphs, would have called down upon the head of the dreamer as much abuse and ridicule as ever poor Fulton suffered.

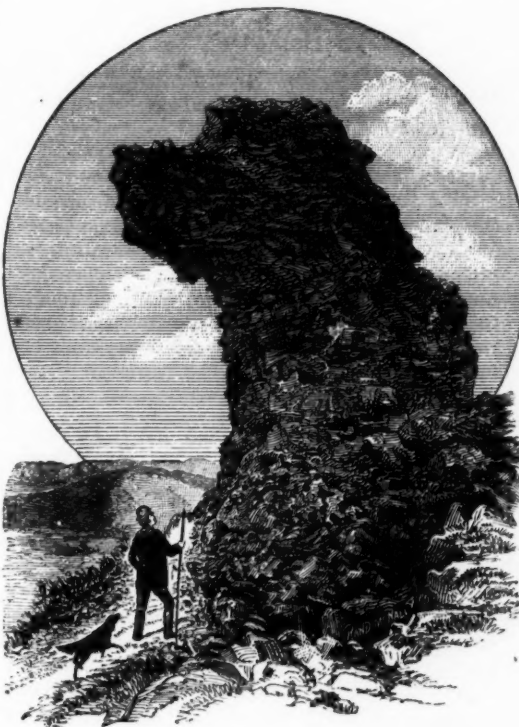
But times have changed, and so great has become the pressure on the resources of the East, and even on certain portions of the West, that the remote Northwest is becoming more and more prominent as a field for commercial activity, as well as a promising domain for agricultural pursuits. This may be said after making due allowance for the somewhat too enthusiastic representations of speculators interested in lands in that section.

Oregon is, perhaps, advancing the most rapidly of any section of the far Northwest. It has an area of 95,274 square miles, being twice as large as this State; it had a population in 1870 of only 90,923 persons, but in 1880 the number had increased to 174,000. The population of Portland, its largest city, has trebled within ten years. The State raised 12,673,000 bushels of wheat last year, against only 3,127,000 bushels ten years ago, showing that, in that time, the crop had been increased four-fold. The salmon fishery is another important source of revenue. The Walla-Walla Valley is described as well adapted to wheat culture and cattle raising, the soil being generally fertile and often rich, and both these interests are being rapidly developed. Then there is Washington Territory, formerly a part of Oregon. The soil there is fertile, the climate in the main healthful, and the population rapidly increasing. The lumber traffic is especially important. Fir, pine, oak and cedar, of superior quality and practically unlimited in quantity, are to be had in the Puget Sound district; indeed, it is estimated that this region of the State will yield 160,000,000,000 feet of valuable timber. One mill there cuts up 180,000 feet daily, and one is preparing for a daily cut of 250,000 feet; 7,000,000 feet are shipped monthly to foreign ports, and 15,000,000 feet to ports along the coast. Prices of lumber have advanced an important item within a few months, and wages

have also risen of late years; they now run from \$50 to \$120 per month. The growing of grain is likewise steadily increasing, and promises to become quite as profitable as the lumber traffic.

Montana, with an area of 143,776 square miles, being three times as large as this State, is another promising field. The cattle trade there is rapidly increasing, and it is even suggested that the beef might be slaughtered there and sent through to New York in refrigerator-cars. There seems no reason, either, why Montana should not in time become a large wheat-growing section.

Dakota is pushing ahead rapidly in the grain culture. It is the largest of all the Territories in the Northwest. The valley of the Red River of the North is an especially good field for wheat growing, and other valleys in the same region seem equally well-adapted to this industry. No fertilizers are required; the use of machinery is so extensive that even persons of little experience in agriculture, it is said, find the culture profitable—the return being usually \$10 per acre, and the capital required for a fair start, \$1,500. The Yellowstone country has lately been open to settlers by increased railroad facilities, and will, judging from present appearances, before many



"THE WATCH DOG," PYRAMID PARK, DAKOTA.

years, contribute largely to the agricultural wealth of the nation. The yield of wheat in Nebraska last year was close to 15,000,000 bushels, or more than four times as large a crop as was raised in 1873. In fact, the growth of the wheat culture in the West and on the Pacific slope is one of the most significant features of the agricultural development of this country. In the older States, the soil is becoming exhausted in many sections by continually raising the same crop. The new prairie soil of the far Western country is sufficiently fertile to enable the farmer to dispense with costly fertilizers, though it is also true that this advantage is, in a measure, offset by the greater expense of transporting the crops to the sea-board.

## IRON ORE IN WASHINGTON TERRITORY.

From the Chehalis Vidette.

Col. Milroy, of this place, has recently discovered and definitely located an immense iron mine within the limits of the county. It is situated in the northern portion of this county, some fifteen miles from this place, and seven miles from Big

Skookum, and almost directly in the route of the proposed railroad down the valley. The deposits covers the better portion of two sections of land, is easily accessible, and is of the very best quality of magnetic ore, being superior in richness to that of the celebrated Skagit mines. This mine was in a manner discovered some five years ago by a surveyor, who knew that he was in the vicinity of a large body of powerfully magnetic iron ore, from the fact that his instruments became so demoralized that they were useless. Since that time parties in the interest of Eastern capitalists have several times sought to locate the deposit, but always without success. Col. Milroy has now solved the mystery, and is prepared and willing to conduct any one having business intentions to the mine. He states that the route to it from Big Skookum is over a very level country, open, and in every way suited to the building of a railroad. This is one of the most extensive, easily developed, and valuable bodies of iron ore as yet discovered in the Territory, and there is no doubt but that it must soon attract the attention of some of the surplus capital that is now awaiting investment in the East.

## THE BIG BEND COUNTRY.

A recent writer connected with the editorial staff of the *Oregonian* has shown that the country known as the Big-bend-of-the-Columbia is capable of supporting a large and dense population, and comparisons have been drawn to show that this region will undoubtedly in the future earn the title of the Inland Empire. There is no country west of the Mississippi river that presents so many admirable features for the location of towns to be supported by agriculture, nor so many opportunities of varied pursuits dependent upon the products of the soil as the region named. Extending from Spokane Falls westerly and southerly, it is one vast, tillable prairie, interspersed here and there with sufficient timber to provide for necessary building purposes; and one of the great advantages which this region has over others in the Pacific Northwest is that after the timber is removed the soil is equal in productiveness to that of the prairies proper. With the manufacturing and milling facilities presented by Spokane Falls and the region immediately contiguous to the Great Bend, there will be little need of long or expensive transportation in order that the wheat may be changed into flour, and the water power in the sections named will be ample in every respect to invite the investment of capital for the erection of mills and factories for the manufacture of furniture, agricultural implements and commercial commodities, the transportation of which from the East has largely reduced profits not only to the purchaser but to the merchant.—*Portland (Or.) West Shore.*

## THE KOOTENAI COUNTRY.

From the Portland News.

The Kootenai country, a large portion of which lies south of the forty-ninth parallel, is known to possess a great and varied amount of natural wealth in mineral, timber, agricultural and pasture lands, but its remoteness from the accessible portions of not only the British province, but the present outposts of our own northland, has kept it a kind of terra incognita, and retarded its growth and prevented settlement. The Kootenai country must be classed with such inland empires as the Okanagan, the Moses reservation and that immense region penetrated by the Upper Columbia, as being not only inestimably valuable, but directly tributary to this city in a commercial sense, when once brought into communication through the influence of railway and steamer enterprise. The building of the Northern Pacific

railway, which passes within a short distance of the southern border, has already given a new impulse to business in the Kootenai region, but it is still more to the point, and more gratifying to announce that the second practical steps have been taken towards the formation of the "Columbia and Kootenai Railway and Transportation Company," the object of which is the construction of railways and the establishment of steamer lines for the development of the Upper Columbia region. The company is composed of Portland capitalists of unlimited means for the prosecution of the enterprise in hand. To those who have a personal acquaintance with this new region, it has been a matter of surprise that the field for profitable enterprise has been so long overlooked, and it is a matter of congratulation that the communication with this district is to be first established by our people; as routes of traffic when once established are difficult to be diverted, and whatever of benefit is to be derived therefrom will contribute to the welfare of Portland and intermediate towns and lines of travel. It is the purpose of the company to build and operate a railway from Kootenai lake to the Columbia River, and to establish a line of steamers for the Columbia River, operating between Kettle Falls and that point where the Canadian Pacific railway shall cross the river. It is also proposed to open up a line of communication between the Northern Pacific at Westwood or Sand Point, in Idaho, and Bonner's ferry, a distance of about forty miles. From Bonner's, into the heart of the Kootenai settlement and beyond that to an immense scope of British Columbia country, speedy communication is altogether practicable. In the construction of such railway lines as are necessary, the establishment of steamer transportation, reclamation of extensive tracts of land and the consequent development of the mines in that region, there is scope for an enterprise which, in benefits to both the company and the people at large, will equal any ever projected in this Western country.

#### WHO SHOULD GO TO DAKOTA.

*From the Milwaukee Sunday Telegraph.*

Are you a farmer, living on a rented farm? Have you teams and farming utensils? Go by all means. Get a farm of your own, and in three years time you can be worth more money than in a lifetime where you now are.

Do you own a small farm of valuable land off which you can barely make a living? Sell it and go and get a large farm, and in a few years you can rest from your labors with a competence for your old age.

Have you a team and no land? Get a breaking plow and go. You can find plenty of work at good wages for yourself and team. Breaking teams are in great demand. At the same time you are making a farm for yourself.

Are you a mechanic living in a rented house, working for wages that will barely support yourself and family? Go. Your labor is wanted there, and at good wages.

Are you a merchant struggling along in an already overcrowded city, eking out a miserable existence with scarcely a hope of better prospects? Gather your goods and go. Start in some new and growing village, and you too can soon earn your way to comparative ease and comfort. It will require some hard work, some self-denial, you are sure to win in the end.

Are you a capitalist looking for good investments? You, too, go. Invest in substantial business blocks, mills, factories, and you may be sure your dividends will be large.

In fact, anyone having backbone enough to start, will find in a few years that he will have no cause to regret having done so. The struggle at the commencement will not be one-fourth part as

hard as was experienced by our sires during their pioneer life in our own beautiful State. They, as a general thing are now reaping the benefits of their early struggle in a new country with a competence, that they may rest in their old age; here let them remain and enjoy the benefits of their labor. But, young man, you go West.

#### NORTHWESTERN NOTES.

FIFTEEN families from Missouri have settled in Jamestown, Dakota.

GOOD milk cows are worth \$75 to \$80 in Bozeman.

THE Billings, Montana, *Herald* has now a daily edition.

A COLONY of eighty persons from Central Pennsylvania arrived in Miles City the 12th of April, to settle in the vicinity.

A NEW town has been started in Dakota, twenty-five miles west of Aberdeen. It will be called Freeport.

A PARTY of emigrants, consisting of fifty-one persons and nineteen cars of stock and farming utensils, left Des Moines, Iowa, for Dawson, Dakota, recently.

LISBON, on the Tongo and Southwestern Railroad, is one of the most prosperous of the North Dakota towns. Its population has been largely increased by immigration this spring.

GEN. SHERMAN, accompanied by members of his staff and by Chief Justice Waite and Judge Gray of the Supreme Court, are to pass over the Northern Pacific Line on a military tour of inspection in June and July.

THE *Minneapolis Journal* says Dakota seems to be a magnet that draws population not only from the effete East, but also from the virgin prairies and swamps of Manitoba. It is estimated that 30 per cent. of the settlers of Southern Manitoba will cross over into Dakota this summer.

MONTANA, with her valleys and mountains covered with bunch-grass, has 58,000 square miles of grazing land; Idaho, 37,000; Colorado, 50,000; Wyoming, 78,000; Washington, 80,000; Eastern Oregon, 55,000; and Nebraska, 50,000—a total of 414,000 square miles of land capable of producing beef and mutton.

THIS is the way the paragrapher of the *Bismarck Tribune* serves up his personal notes: "W. B. Shultz, the brick-hued, copper-toed, upright, downright, self-adjustable boomer for Steele, came up from his hacienda yesterday afternoon to mingle for a brief season in the dazzling whirl of city life."

A NEW mud geyser has been discovered on the headwaters of Pelican Creek, two miles east of the Yellowstone Falls. It is surrounded by hot springs. When in action large masses of mud are thrown into the air a great distance, trees at a distance of seventy-five yards being covered with mud.

COMMANDER Gorringer, formerly of the navy, who lately started an iron ship-building yard on the Delaware River, has contracts for four iron steamers, similar in build to the San Pedro and Tacoma. They are to run on Puget Sound, not in connection with the Northern Pacific Railroad Company, and the aggregate cost will be about \$2,000,000.

AN associated press dispatch from St. Paul says: The officials of the Northern Pacific Railroad are responsible for the statement that large slaughter houses will be established at various points in the Yellowstone country, along the line of the road, with a view to the shipment of dressed beef to the East, and by this means a great saving will be made in contrast with the shipment of live stock.

THE wheat crop of Oregon and Washington Territory at present promises to be the largest ever harvested in the Northwest. Reliable estimates place the exportable surplus for the coming season of 1883, at three hundred thousand tons or ten million bushels. The increase in acreage in eastern Oregon and Washington will be about 80 per cent., while that of the Willamette Valley will be 15 per cent.—*Grand Forks Plaindealer*.

GENUINE soda springs can be seen, we are informed, at the head of the Ahtanum Valley, some twenty-six miles from this city. Steps are being taken to improve the springs by digging them out, and fencing them up from the stock that make them a favorite resort as a watering place. Most excellent bread has been made by simply mixing flour with water therefrom, using no other ingredient but salt, and baking the same. These are the only springs of the kind, we believe, in the Territory.—*Yakima Signal*.

A dispatch from Portland, Oregon, dated April 24th, says: Statistics collected here show that since January 1st the number of people brought to this section by the two lines of ocean steamships is 19,800. During the past thirty days nineteen steamers, averaging 1,500 tons of freight each, have entered the Columbia River, eleven of which were passenger ships averaging 530 passengers per vessel. Of the total immigration by ocean about 50 per cent. seek homes on Puget Sound, while the remainder scatter to the grain districts east of the Cascade Mountains. The grain surplus in that district, it is estimated, will double that of any former year.

A CORRESPONDENT of the *Forest and Stream*, writing from Seattle, Washington Territory, says: "The waters of the Sound (Puget's) abound with all kinds of salt-water fish, including myriads of salmon, and our streams are full of trout. I look for a large number of sportsmen to visit this 'Sportsman's Paradise' upon the establishment of rail communication with the East, which will take place upon the completion of the Northern Pacific Railroad in July next. Sportsmen visiting the National Park can then, by a small expenditure of time and money, extend their travels to Puget's Sound, and I can guarantee that they will be amply repaid for such expenditure, both by the scenery and the opportunities for hunting and fishing afforded them."

GENERAL MILES, the gallant officer now in command of the Department of the Columbia, was interviewed lately concerning his opinion of Montana. He said: "I look upon Montana as one of the richest lands upon the face of the globe. It is a territory of gold and silver mines, sheep and cattle ranges, and agricultural lands. Everything grows with the simplest culture. A rich soil and a favorable climate are the grand starters in the development of a new country. Montana is not a territory of mountains any more than Pennsylvania. Early explorers and indifferent surveys created the impression that Montana was the home of crags and peaks. Recent explorations combat that impression and prove it entirely erroneous. Montana is a land of valleys greater in area than whole States in the East."



## DAKOTA.

## Brilliant Promise of a Great Wheat Crop.

*Special Correspondence of the N. Y. Tribune.*

BISMARCK, D. T., April 16th.—The history of no Territory affords a parallel in the way of rapid agricultural development to the record of Dakota since 1879. The construction of the Northern Pacific Railroad from the Mississippi to the Rocky Mountains has resulted in opening a vast part of Dakota to settlement and cultivation, and in the establishment of farms whose dimensions have never been equaled in the civilized world. Year after year, but more especially since 1880, has the area of cultivated soil, and with it the energetic agricultural population, gone on increasing with marvellous rapidity, until now Dakota promises soon to wrest from Minnesota the supremacy in Northwestern wheat-production.

Dakota received a notable acquisition a few months ago, when the Turtle Mountain region (familiarily called the Devil's Lake country), nine million square miles of fertile land, was thrown open to settlement by proclamation of the Secretary of the Interior. Since then the influx of landsharks and speculators has been enormous in that northern quarter of Dakota. This spring little has been accomplished there beyond the location of claims by adventurers ambitious of riches. Among the new comers are, however, to be found a number of bonafide settlers anxious to obtain homes for their families. They will put some of their land in tillable shape this year, to be sure, but not until 1884 are they likely to augment materially the wheat area of Dakota.

At this writing none of the auguries of a prosperous wheat season are lacking. Older settlers and keen observers declare that the past winter has been the most favorable ever known for preparing the ground for seed. The snow and ice have melted gradually. The only hint of a freshet in the Territory was last week, when the upper tributaries of the Missouri River, breaking up, poured their accumulated volumes of water into the Big Muddy and for a time threatened a disastrous overflow here, which happily was not realized. The weather during the winter and early spring has been mild and genial as a rule, though occasionally varied by short blizzards so common in this latitude. In some localities seeding began in the first week of this month. It has continued since, as the weather permitted, until now nearly half of the wheat area of Dakota has been seeded, and a suspension of rain storms for the next two weeks will make short work of the rest. The largest acreage of wheat ever known in the Territory is certain this season.

The elements were less kind in 1882, and heavy rains delayed seeding and reduced the average yield.

In the wheat regions in the States, as is well known, hardly any sowing is done until the frost is pretty well out of the ground; but this is not the case here. As soon as the thaw reaches two or three inches beneath the surface, the farmer sows

for his crop. On the 7th of this month the snow had entirely disappeared from the Missouri slope, and several farmers had finished seeding in this immediate vicinity. Since then work has been interfered with more or less seriously by one or two storms, but if good weather continues all the sowing will be over in a week or ten days. Twenty-five per cent. is none too high a figure for the increase of the acreage throughout the Territory. On the great Dalrymple, Steele, Troy and other farms which skirt the line of the Northern Pacific Railway between this city and the Red River, sowing began early this month; and as no serious drawbacks have intervened, ten days will suffice for the



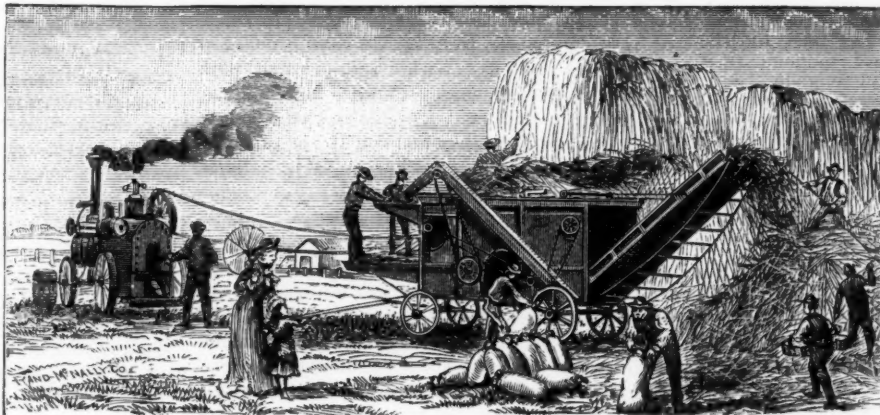
SEEDING IN DAKOTA.

completion of the work. There is warrant for the belief that 20,000,000 bushels of wheat will be raised this year in Dakota.

## DAKOTA NOT TO BE DIVIDED.

*From the Bismarck Tribune.*

Dakota will never be divided. It would have been divided years ago but for the jealousy of New England. It would have been divided in 1882 but for the opposition to Mr. Pettigrew's division bill on the part of Judge Moody and associates, who antagonized that bill in the hope of helping their admission bill. It would have



THRESHING IN DAKOTA.

been divided at the last session of Congress but for the discovery on the part of the democrats that division would lay the foundation for another republican State. It will never be divided, because through the location of the capital at a central point, and the development of our railroad system, all arguments in favor of division fell to the ground. Because the people will see that it is cheaper to sustain one State government than to maintain two, and they will be led to believe that division will only benefit the politicians at their expense. Because the democrats will not consent to it. Because New England will not favor, nor will the great States of New York and Ohio assist in giving Dakota double the representation in the United States Senate that their

own States enjoy, so long as it is in their power to prevent. Nor will the Southwest, so long as Texas remains undivided, consent to the division of Dakota, which, in their opinion, will give the Northwest—favoring, naturally, its own great lines of railway communication—an undue advantage in the United States Senate.

## STOCK GROWING IN OREGON.

*From the Portland Oregonian.*

The conditions for this business in Oregon are exceptionally favorable. The unusual severity of the past winter has not affected the cattle raisers of Oregon. From the cattle ranges of the Malheur, Warner, the Klamath Lakes and Stein's mountain, the information is that there has been little loss, and that cattle are in good marketable condition. This is not due to luck, but to especial conditions of climate and range. The cattle men in this region have seldom suffered from weather, and never from disease or depredation. In other localities, from Montana to Texas, the stock man calculates upon a certain percentage of losses

from weather. With us, in the worst winter known, the severe weather was confined to a belt extending about thirty miles on either side of the Columbia River. So that while in this comparatively small area there was considerable loss of stock, yet from a point thirty miles south of The Dalles to the Nevada line and beyond, stock came through the winter in splendid condition. With our rapidly growing market and these special advantages, the stock business in Oregon will, in the nature of things, expand in the near future to the dimensions of a really great business.

## TOO MANY SECTS IN THE WEST.

The West, you know, is a great deal more sect ridden than we are, and sensible people out there are beginning to see that they must organize to protect themselves against the nuisance. A keen fellow from Dakota, a leading man in one of the churches there, was in our bank the other day talking it over. "Your outlook committees may do very well for this region," he said; "what we've got to have is a vigilance committee. I go in for hanging every man that proposes the second church in a

town of less than 500 people.

On one of our railroads the other day, away out on the prairie, fifty miles from anywhere, the surveyor got off the train to stake out a new town. He drove four stakes and went away to eat his dinner by a spring, and I assure you, when he came back, there was a church extension agent sitting on every one of those stakes—a Baptist on one and a Presbyterian on another and a Methodist on another and a Congregationalist on another. They'd all come to locate churches in the new town."—*The Century*.

THE acreage devoted to hop growing in the Puyallup Valley, Washington Territory, this season is double that of last year.

## OFFICIAL RECORD.

In this Department is given official information concerning the affairs of the Companies included in the "Villard System," namely, the Northern Pacific Railroad Company, the Oregon and Transcontinental Company, the Oregon Railway and Navigation Company, the Oregon and California Railroad Company, and the Oregon Improvement Company.

## TREE PLANTATIONS, N. P. R. R.

GENERAL MANAGER'S OFFICE,  
ST. PAUL, MINN., April 16th, 1883.

It is the painful duty of the undersigned to announce the death of HON. LEONARD B. HODGES, Superintendent of Tree Plantations of the Northern Pacific Railroad, which occurred at his residence in St. Paul, on Saturday, April 14th, at 9 p. m.

The loss by this event to the Northern Pacific Railroad Company, to the State of Minnesota, to the public in general, and to the cause of forestry in particular, is simply irreparable.

This strong expression is used advisedly. Perhaps no man living had studied the subject of forestry as adapted to Minnesota and Dakota more thoroughly, had devoted to it more years of patient experimental investigation, or had become more of an enthusiast in seeking to demonstrate by practical results the soundness of his theoretical opinions.

The successful completion of his five years' contract with the Northern Pacific Railroad Company, to protect the exposed divisions of the line against the possibility of snow blockades, and at the same time to establish tree plantations, encourage settlers to do the same, and thereby ameliorate unfavorable climatic conditions, had become the great object of his life, upon completion of which he had declared his willingness to die, feeling that his work had been successfully performed, and a legacy of inestimable value given to posterity.

But it has pleased him whose decrees no mortal has a right to question to disappoint these hopes and expectations, leaving the railroad work organized and commenced, but unfinished.

With Leonard B. Hodges conscientiousness and fidelity to trusts were distinguishing characteristics. The claims of duty were superior even to the ties of consanguinity. His last thoughts were upon his tree plantations, and the last words uttered expressed solicitude in reference to a successor who would be qualified to carry his work to a successful completion, and named Mr. William C. Buttles, of Orinoco, Olmsted county, Minn., as in his opinion best qualified to perform the duties.

As the season for active operations has arrived, Mr. Buttles has kindly consented to superintend the work, if not permanently, at least for the present season, and until other arrangements, if found necessary or desirable, can be made.

WILLIAM C. BUTTLES is, therefore, appointed Acting Superintendent of the Tree Plantations on the Northern Pacific Railroad, and will enter upon duty April 20th.

H. HAUPT, General Manager.

## WESTERN DIVISIONS.

(CIRCULARS).

ASSIST'T GENERAL MANAGER'S OFFICE,  
NEW TACOMA, W. T., April 3d, 1883.

Mr. G. R. Klinck, is hereby appointed fuel agent of Pend d'Oreille and Clarke's Fork Divisions, to take effect April 10th, 1883, with headquarters at Sprague, W. T. All business pertaining to that office will be forwarded to him.

J. M. BUCKLEY, Ass't General Manager

ASSIST'T GENERAL MANAGER'S OFFICE,  
NEW TACOMA, W. T., March 28th, 1883.

Clark's Fork Division having been turned over to the Operating Department, on April 1st, 1883, it will be operated in connection with the Pend d'Oreille Division. All orders of Superintendent F. F. Griffin will, therefore, be respected on and after that date.

J. M. BUCKLEY, Ass't General Manager.

## MONTANA MINES.

From the Livingston Tribune.

One solitary gulch in Montana has produced \$65,000,000 in placer gold, and the old tailings in the same gulch are being reworked at good profit. The mountains of Montana are ribbed with royal

metals, her gulches are rich in golden nuggets—her seeming extent of mineral wealth is endless, as the tourist-expert who has seen her scores of Drum Lumons, Lexingtons, Alice, Collars, Great Republics, Greeleys, New Worlds, Great Eastern and other mineral lodes will testify.

It is estimated that that portion of the United States now comprised within the boundaries of Montana—known as Montana—has given to the world from her gulches and leads \$200,000,000, mostly gold, the one kingly metal of unvarying value in all ages and climes. This wealth has been added to commerce by a few thousand dauntless explorers in a region which, when Col. W. W. Delacy, of Helena, in '64, issued his first map of Montana, was 1,200 miles distant from railways, and until very recently 300 miles distant. It was added to commerce when it was infested by hostile savages and border ruffians. To the thoughtful, intelligent man these facts are pregnant with meaning. If Montana in pioneer days, before the iron car of civilization crossed her boundary, produced such fabulous amounts of wealth, surely, with railroads carrying capitalists throughout her boundaries, with the hundreds of thousands who will soon people her in quest of the glittering placers and gold leads, she will pour forth her millions more and develop into the great mineral Golconda, not of the United States, but of all time.

## FRUIT RAISING IN NORTHEASTERN WASHINGTON.

From "Spokane County as It Is."

It has been told abroad that we cannot raise fruit in this section of country, that we are too far north. As a contradiction to this, we state that within twelve miles of this city there are a dozen orchards, all thrifty and bearing. We can give the names of more than fifty farmers who this year have bought young trees, with which to start orchards. Mr. H. N. Muzzy, a mile from town north, has this season set out 1,000 apple and 200 other trees.

The best contradiction to the assertion that we are too far north, is in the fact that John Rickey, who lives eighty miles north of Spokane Falls, has a large orchard, and last season produced a large quantity of splendid fruit. And still further, there are here on exhibition a few apples forwarded by Judge Labrie, from the 700 trees' orchard of F. R. Smith, who lives within a mile of the 49th parallel, and near Okanogan lake, a long journey to the north and west of Spokane Falls. These apples are not very large and sound, but of excellent flavor, equal to any fruit produced in Indiana, Ohio or New York. Mr. Smith had plenty of peaches, plums, pears and melons, during last season.

R. G. Williamson, who came from Kansas five years ago, has operated a farm five miles east of this place, taking land that was supposed to be almost worthless, has been marketing gooseberries for four years, has cherry trees two years old, bearing fruit, and peach trees in bloom the second year from the planting of the pit. He has prunes, plums, apples and currants, and has been more fortunate with these fruits here than he was in Kansas. He gives us the names of half a dozen neighbors who have been equally fortunate in this respect.

A LARGE party left Grand Rapids, Mich., recently for New Buffalo, Dakota. The party required the service of twenty-three cars and one coach. The former were filled with every conceivable commodity, including live stock, household furniture, agricultural implements, etc., the property amounting altogether to about \$50,000. It is the largest exodus ever made from that portion of Michigan, and the party was made up of farmers, stock raisers, merchants, professionals, etc., who seek their fortune in the New Eldorado.

## A LITTLE NONSENSE.

Youthful Customer—"Should a man shave up or down, Mr. Strop?" Barber—"Depends so much on the—ah—growth of the 'air, sir. In your case I should say decidedly down, sir—down!"

An Irish Judge, in reprimanding a prisoner who was accused of striking his wife with an ink bottle, remarked: "Ye moight have known it wud hev been loike to hatch mischief, becaze it was with the ink you-bate-'er."—*Rome Sentinel*.

CANDOR.—Housemaid—"It does my heart good to see you and the baby together. It's a pretty picture. Sure, and he's the image of you." Fond Mother—"But they all say that he looks like his father, Mary." Housemaid—"Bless your soul, mum, he's not half good-looking enough for that."—*Life*.

MISSIONARY WORK IN WEST VIRGINIA.—"Is your husband at home?" "No; he is coon hunting. He killed two whopping big 'coons last Sunday." "Does he fear the Lord?" "I guess he does; 'cause he always takes his gun with him." "Have you any Presbyterians around here?" "I don't know if he has killed any or not. You can go behind the house and look at the pile of hides to see if you can find any of their skins." "I see that you are living in the dark." "Yes, but my husband is going to cut out a winder soon."—*Wheeling Register*.

A 'longshoreman entered a coffee and cake saloon in Barclay Street on Friday, and, after eating a plate of fish cakes, called for a "cup ov coffee an' pace ov poi."

"Vot kind of py?" asked the German attendant.

"Quinz poi."

"Minz?"

"No, quinz, ye thick-headed Dutchman. Do I look loike a man that ud' ate mate on Friday?"—*N. Y. Herald*.

"So you dun got burned out on Hastings street las' night?" queried one colored woman of another as they met on Monroe avenue yesterday. "Yes, de house dun burned to de groun'," was the reply. "An' you losted eberythin'?" "All 'cept one bedstead, two chairs, an' de bewro." "Shoo! Wall, dar's one consolashun 'bout it, Mrs. Beebe, you has saved 'nuff to begin spring house cleanin' on."—*Detroit Free Press*.

A Scotch pedestrian, attacked by three highwaymen, defended himself with great courage and obstinacy, but was at length overpowered and his pockets rifled. The robbers expected, from the extraordinary resistance they had experienced, to lay their hands on some rich booty, but were not a little surprised to discover that the whole treasure which the Caledonian had been defending at the hazard of his life consisted of no more than a crooked sixpence. "The deuce is in him," said one of the rogues; "If he had had eighteen pence, I suppose he would have killed the whole of us."

A newly married couple from "Way-back" were in the city yesterday, and of course, found an oyster saloon the first thing. "How do you want them, on the half-shell?" the waiter asked the groom. "Nah-sir-ee! thar's no half-shell business with this weddin' trip; give 'em to us on the whole shell."—*Rochester Post-Despatch*.

MOST EXTRAORDINARY!—Little Smith, unused to artistic society, overhears amateurs.—Lady: Of course, it all depends on the hanging committee. I do so hope I shall be hung! Friend: I am sure I hope to see it.—*Judy*.



## Prices of Northern Pacific and Oregon Securities.

FURNISHED BY DECKER, HOWELL &amp; Co., 58 BROADWAY, NEW YORK.

The following table shows the highest and lowest prices and sales of the Northern Pacific and Oregon Securities on the New York Stock Exchange, from April 3d to May 3d.

1883.	No. Pac. Com.			No. Pac. Pfd.			Oregon & Trans'l			O. R. & Nar.			Oregon Imp. St'k.			O. Imp. Bds.		O. & T. Bds.	
	High.	Low.	Sales.	High.	Low.	Sales.	High.	Low.	Sales.	High.	Low.	Sales.	High.	Low.	Sales.	Bid.	Offer.	Bid.	Offer.
April 3d .....	50¼	49¼	7,600	86¼	85¼	4,900	81¼	79½	9,300							90¼		93	93¼
April 4th .....	50¼	50¼	6,700	86½	86¼	2,400	81½	81	7,100							91		93	93½
April 5th .....	51	50¼	7,700	87	86¼	3,100	82	81½	3,800							90¼		93½	93½
April 6th .....	50½	50¼	2,800	87	86½	6,300	82½	81½	1,300	140	140	500				90¼		93	93½
April 7th .....	51	50½	6,400	87½	86¾	8,000	82½	81¾	3,300	141½	140	1,600				90¼		94	95
April 9th .....	51¾	51	10,600	88½	87¾	7,000	83½	82¼	6,900							90¼	92		
April 10th .....	51¾	50½	4,700	87¾	87¼	6,400	83¼	82½	5,700	142½	142½	100	83	90¼	90¼				
April 11th .....	52¾	51	25,400	89½	87¾	15,900	84½	83½	11,900	142½	142½	200				91		94½	95
April 12th .....	52¼	51¾	6,600	89	88¾	5,400	84½	83¾	6,400	144½	142½	2,200				90¼	91	95¼	95½
April 13th .....	52¼	51¾	13,000	89¼	88¾	9,500	84¾	84½	200	144	144	200				95		94½	95½
April 14th .....	52	51½	2,100	88¾	88¾	1,300	84½	84½	3,100							91	91½	95	95½
April 16th .....	51½	50¾	5,100	88¼	87½	6,100	84¼	83	8,000							91	92	95	95½
April 17th .....	51¾	50¾	5,900	88¼	86½	6,700	83½	82	9,000	141	141	200				91	92	95½	95¼
April 18th .....	51¾	51¾	2,500	89	88¼	5,600	84½	83½	6,100	143	143	100				91½	92	95¼	95¼
April 19th .....	51¾	50¾	5,400	88¼	87½	3,100	83¾	83¾	5,900	142½	142½	100				91½	92	95	95¼
April 20th .....	51¼	50¾	6,500	88½	87¾	1,000	83¾	82½	6,000									95	95½
April 21st .....	51½	50¾	2,200	88¾	87¾	4,400	83¾	82½	4,100							91½	92½	95½	96
April 23d .....	50¾	50¼	4,100	87¾	87½	1,300	83¼	82¼	3,600							91½	92½	95½	95¾
April 24d .....	50¾	50¼	6,500	87¾	87	2,600	83½	83	4,900	138¼	138¼	100				91¾		95½	96
April 25th .....	50¾	50¼	2,800	88	87½	1,600	83¼	83	2,100							93		96¼	96½
April 26th .....	51	50¾	2,700	87¾	87¼	1,300	83¼	82½	1,600							92¾	93½	96¼	96½
April 27th .....	50¾	50	4,300	87¾	87	3,700	83½	83¾	3,100							93	93½	96½	96½
April 28th .....	50½	50¾	2,200	87¾	87¾	1,600	83¾	83½	5,600							92½	93½	96¼	96½
April 30th .....	51½	50¼	2,400	89	87¾	8,300	85½	83½	23,300	140	140	100						96¾	97
May 1st .....	51½	50¾	7,800	88¾	88	2,500	85½	84¼	2,200							93		94¼	94¼
May 2d .....	51	50½	6,000	88¼	87¾	2,000	85	84¼	5,300									94¼	94¼
May 3d .....	51¼	50	1,300	88¾	88¼	500	85¼	84¾	8,900									94¼	94¾

## OREGON IMPROVEMENT COMPANY.

(Owning and operating the Pacific Coast S. S. Co., the Columbia and Puget Sound R. R. Co., and the Seattle Coal and Transportation Co.)

The earnings of all Companies for the first three months of the current fiscal year were as follows:

	Gross.	Net.
December 1st, 1882, to January 31st, 1883.....	\$511,752	\$113,444
February, 1883.....	233,140	48,474
Total.....	\$744,892	\$161,918
February, 1882.....	\$210,950	\$65,010

The decrease of earnings for February is due to a washout on the Columbia and Puget Sound R. R., which interrupted the coal shipping business for ten days.

FOOTE & FRENCH,  
BANKERS,

— AND —

DEALERS IN GOVERNMENT BONDS.

## NORTHERN PACIFIC

General Mortgage and Land Grant

GOLD 6's FOR SALE.

No. 7 Congress St. and No. 2 Congress Sq.,  
BOSTON, MASS.

an. m.

## NORTHERN PACIFIC EARNINGS.

The approximate Gross Earnings of the Northern Pacific Railroad Company for the month of April were.....\$875,200 00 Road miles, 1,701

Corresponding month of last year ..... 451,023 47 “ “ 972

Increase ..... 224,176 53 “ “ 729

Ten months this year.....\$6,348,125 29

“ “ last “ ..... 4,109,458 33

Increase.....\$2,238,666 96

## NORTHERN PACIFIC RAILROAD LAND SALES.

Approximate land sales for the month of April, 1883, with corresponding month of previous year:

	Acres.	Amount.	Town Lots.	Total Amount.
April, 1883.....	90,118	\$379,773	\$33,361	\$413,134
April, 1882.....	129,007	421,817	25,966	447,783

Dec., 1883... 38,889 \$42,044 \$7,395 \$54,649

Average per acre this year, \$4.21. Last year, \$3.27.

The sales last year included about 29,400 acres in the Yellowstone Valley to a Colony.

THE town of Gladstone, in Dakota, formerly Green River, is the nucleus formed by the Ripon Colony from Wisconsin. About three hundred people have already settled there. The place it attracting much attention, owing to its favorable location as a centre for an extensive farming district. Gladstone only began its existence in the spring of 1882, since which time over 250 lots have been disposed of and many of them have been improved with business houses and residences.—  
Dickinson Press.

## O. R. &amp; N. CO. EARNINGS.

The earnings for the first nine months of the current fiscal year were as follows:

	Gross.	Net.
July 1st to February 28th.....	\$3,401,010	\$1,682,503
March.....	418,100	193,100
Total.....	\$3,819,110	\$1,875,603
March, 1882.....	420,385	189,410

## Drexel, Morgan &amp; Co.,

WALL STREET,  
CORNER OF BROAD, NEW YORK.

DREXEL & Co.,  
No. 31 South Third Street,  
Philadelphia.

DREXEL, HARRIS & Co.,  
31 Boulevard Haussmann,  
Paris.

## Domestic and Foreign Bankers.

Deposits received subject to Draft. Securities bought and sold on Commission. Interest allowed on Deposits. Foreign Exchange. Commercial Credits. Cable transfers. Circulars Letters for Travelers, available in all parts of the world.

ATTORNEYS AND AGENTS OF

## Messrs. J. S. MORGAN &amp; CO.,

No. 23 OLD BROAD STREET, LONDON.

Feb., '83—cu.

# CITY OF TACOMA!

THE WESTERN TERMINUS

—OF—  
THE GREAT TRANSCONTINENTAL

## Northern Pacific Railroad.

The Tacoma Land Company is now offering for sale Town Lots in Tacoma, and Agricultural Lands of Superior Quality, in the vicinity of the terminus of the Northern Pacific Railroad.

### DESIRABLE LOTS FOR RESIDENCES And Business Purposes.

Parties who intend moving to Washington Territory should first visit Tacoma before locating, and see the most beautifully laid out town in the Northwest, whose natural advantages will recommend themselves at once; and for health and beautiful scenery cannot be surpassed by any town in the United States.

Full information may be obtained by applying to

**ISAAC W. ANDERSON,**

April, '83—C.

GENERAL MANAGER, TACOMA, W. T.

WM. LINDEKE. A. H. LINDEKE. B. WARNER. T. L. SCHURMEIER.

**LINDEKES,**

**WARNER &**

**SCHURMEIER,**

WHOLESALE

**DRY GOODS AND NOTIONS,**

*Miner's and Lumbermen's Suits a Specialty.*

Cor. 4th and Sibley Sts., ST. PAUL, MINN.

May, '83—cu.

**BEAUPRE, KEOGH & CO.**

**Wholesale Grocers,**

226, 228, 230, 232, 234 & 236 EAST THIRD ST.,

ST. PAUL, MINN.

Direct Importers of Brazilian Coffees, China and Japan Teas,  
Norway Herring and Stock Fish.

May, '83—cu.

**COLBERT, HILL & CO.**

WHOLESALE DEALERS IN

**WOODEN AND WILLOW WARE,**

Cordage, Twines, Brushes, Paper Bags,  
Paper, Notions, &c.

403 SIBLEY STREET,

ST. PAUL, MINN.

May, '83—cu.

**OHIO CENTRAL BARGE AND COAL CO.**

TOLEDO, OHIO.

Line composed of Screw Steamers,

"W. T. GRAVES,"

"IRON DUKE,"

"IRON CHIEF,"

"IRON AGE,"

and Schooners, "DAVID DOWS," "IRON OLIFF,"

"GEO. W. ADAMS," "JAMES COUCH,"

and Iron Tug, "M. D. CARRINGTON."

**DEALERS IN COAL.**

Distributing Docks at

**DULUTH, MINN.**

**M. D. CARRINGTON, Pres't, TOLEDO, O.**

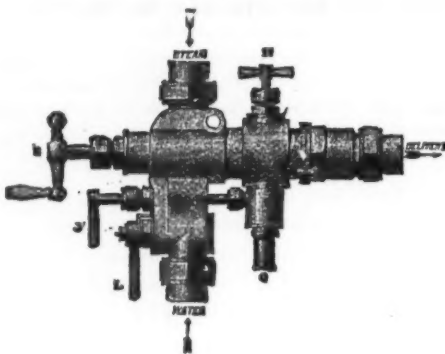
A. E. ROOD, Gen'l Manager,

DULUTH, MINN.

May, '83—cu.

## THE "MONITOR."

A New Lifting Injector for Locomotives.



## FRIEDMANN'S PATENT LOCOMOTIVE INJECTORS,

Lifting and Non-Lifting, with all Latest Improvements.

**EJECTORS FOR WATER STATIONS,**

Construction Trains, etc.

**OILERS, LUBRICATORS, Etc.**

**WATKEY'S PATENT VALVE SEAT.**

**NATHAN & DREYFUS,**

**NEW YORK.**

Send for Descriptive Circular.

March, '83—cu.

**DILWORTH, PORTER & CO., Limited.**

**RAILROAD**

AND

**BOAT SPIKES,**

PITTSBURGH, PA.

April, '83—cu.

EDWARD B. SMITH.

TOWNSEND DAVIS.

**SMITH & DAVIS,**

**General Insurance Agents**

(AND FORWARDERS),

FIRE, LAKE, CANAL AND OCEAN RISKS AT CURRENT  
RATES.

Office: 200 Main St., Buffalo, N. Y.

April, '83—cu.

## THE MACHINE TOOL WORKS,

FRED'K B. MILES, Engineer,

(Formerly FERRIS & MILES.)

24th and Wood Streets, Philadelphia, Pa.

**IMPROVED MACHINE TOOLS**

OF EVERY DESCRIPTION.

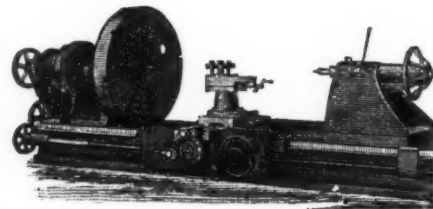
For Railroads, Machine Shops, Forges, Rolling Mills, etc.

**IMPROVED STEAM HAMMERS,**

Sizes from 200 lbs. to 20 tons, with ADJUSTABLE GUIDES FOR TAKING UP WEAR; KEEPS THE DIES  
MATCHED AND PREVENTS THE BREAKAGE OF PISTON RODS.

**EVERY TOOL GUARANTEED TO GIVE SATISFACTION.**

March, '83—cu.



**JONES & LAUGHLINS,**

MANUFACTURERS OF

**IRON, NAILS, SPIKES, CHAIN,**

Patent Cold Rolled Shafting,

AND DEALERS IN

**HEAVY HARDWARE,**

COR. LAKE AND CANAL STS.,

CHICAGO, ILL.

April—m.

ESTABLISHED BY GEO. PILLSBURY.....1855.

**Janney, Brooks & Eastman,**

WHOLESALE

**HARDWARE, IRON,**

RAILWAY AND MILL SUPPLIES, Etc.,

Nicollet Avenue, Bridge Square and First Street,

MINNEAPOLIS, MINN.

Our stock is unequalled in extent and variety in the North-west. Car loads of Iron, Nails, Paper, etc., from Stock or Mills. Prices in competition with any market. Mail inquiries solicited.

April, '83—cu.

**HUSSEY, BINNS & CO.,**  
PITTSBURGH.



**Manufacturers of Hammered, Crucible, Cast Steel SHOVELS,**

And the only Plain Back Crucible Cast Steel LOCOMOTIVE SCOOPS Made.

Guaranteed Superior to any in the Market.

**JONES & LAUGHLINS, Chicago.**

—FOR SALE BY—

**ROBINSON & CARY, St. Paul.**



## St. Paul Advertisements.

ESTABLISHED 1800.

### BOHN MANUFACTURING CO.

*Sash, Doors, Blinds, Mouldings, Stair Work  
and Building Material,*

PINE AND HARD WOOD LUMBER.

WINONA, MINN.

Branch Office and Warehouse, } Cor. Sixth and Wauconta Sts.,  
ST. PAUL, MINN.

### CRAIG, LARKIN & SMITH,

WHOLESALE CROCKERY,  
GLASSWARE, LAMPS AND HOUSE FURNISHING GOODS,

No. 350 SIBLEY STREET,

ST. PAUL, MINN.

L. H. MAXFIELD. C. SEABURY. W. T. MAXFIELD, *Special.*

### MAXFIELD & SEABURY,

WHOLESALE GROCERS,

195 to 199 East Third Street, Corner Sibley,  
ST. PAUL, MINN.

*Agents for the Oriental Powder Mills Mining and  
Blasting Powder.*

### H. P. RUGG & CO.,

PUMPS, PIPE, MILL

—AND—

RAILWAY SUPPLIES,

318 SIBLEY STREET,

ST. PAUL MINN.

### AUERBACH, FINCH & VAN SLYCK,

IMPORTERS AND JOBBERS OF

DRY GOODS AND NOTIONS,

FOURTH, SIBLEY and FIFTH STS.,

ST. PAUL, MINN.

New York Office, 53 Leonard Street.

JOHN H. ALLEN. DANIEL H. MOON. FRANCIS B. HOWELL.

The Oldest Wholesale Grocery House in the Northwest.

### ALLEN, MOON & CO.,

Successors to P. F. McQUINLAN &amp; Co., Established 1830.

Manufacturers' Agents and Importers of

*Teas and Coffees, English, French and German  
Canned Goods and Delicacies,  
and Fine Havana Cigars.*

201, 203, 205, 207 & 209 EAST THIRD ST., Cor. Sibley,  
ST. PAUL, MINN.

### STRONG, HACKETT & CO.,

IMPORTERS AND JOBBERS OF

Hardware, Tinnery's Stock and Tools,

GUNS AND SPORTING GOODS,

213, 215, 217 &amp; 219 EAST FOURTH STREET,

ST. PAUL, MINN.

### DE COSTER & CLARK,

## FURNITURE,

342 and 344 JACKSON STREET,

ST. PAUL, MINN.

### NOYES BRO'S & CUTLER,

IMPORTERS

—AND—

WHOLESALE DRUGGISTS,

ST. PAUL, MINNESOTA.

### FAIRBANKS' SCALES,

ECLIPSE WIND MILLS,

TANKS, PUMPS, PIPE, Etc.

The Best Goods in the Market.

### FAIRBANKS, MORSE & CO.,

371 and 373 Sibley St., St. Paul, Minn.

March—cu.

### NICOLS & DEAN,

Iron, Nails, Steel and Heavy Hardware,

Horse Shoes, Horse Nails, Bellows, Anvils,  
Vises, Drills, Coal, and Tools of all kinds.

WAGON AND CARRIAGE MATERIAL,

CORNER FIFTH AND SIBLEY STS.,

ST. PAUL, MINN.

### FARWELL, OZMUN & JACKSON,

WHOLESALE HARDWARE,

TIN PLATES AND METALS,

225 and 227 East Fourth Street,

ST. PAUL, MINN.

The largest stock in the City, at lowest market rates.  
Correspondence solicited.

### CORLIES, CHAPMAN & DRAKE,

(Incorporated.)

MANUFACTURERS

SASH  
BLINDS  
MOULDINGS  
HARD WOOD  
ST. PAUL

March—cu.

### J. P. GRIBBEN, St. Paul, Minn.

Manufacturer of and Wholesale Dealer in

CEDAR POSTS, TELEGRAPH POLES

AND PILING,

Lumber, Lath and Shingles.

April, '83—cu.

FRANK BREUER.

WM. RHODES.

### BREUER & RHODES,

Wholesale Iron, Nails, Steel, Heavy Hardware  
and Carriage Materials,

Burden's Horse Shoes, Peter Wright's Anvils,  
Bellows, Vises, Blacksmith and Wagon Supplies,

221 &amp; 223 EAST FOURTH ST.,

ST. PAUL, MINN.

April, '83—cu.

### P. H. KELLY MERCANTILE CO.,

Successors to P. H. KELLY &amp; CO.,

WHOLESALE GROCERS,

—IMPORTERS OF—

TEAS AND COFFEES,

Established 1854.

April, '83—cu.

ST. PAUL, MINN.

### ROBINSON & CARY,

Cor. Fourth and Wauconta Sts., St. Paul, Minn.

—DEALERS IN—

Railway, Mill, Contractors' and Mining  
Equipment and Supplies.

### C. N. NELSON LUMBER CO.

MANUFACTURERS OF

Lumber, Shingles, Lath and Mouldings.

MAIN OFFICE:

GILFILLAN BLOCK,

SAINT PAUL.

WHOLESALE YARDS:

Cloquet, Minn.

St. Paul, Minn.

May, '83—cu.

### SANDERS & MATHEWS,

MANUFACTURERS AGENTS

Foreign and American Cements,

LIME, PLASTER, HAIR, FIRE BRICK, CLAY, TILE, &amp;c.

Car Load Lots Prices made, delivered at any point.

WAREHOUSE, NOS. 71 and 72 LOWER LEVEE,

OFFICE, 166 EAST THIRD STREET,

ST. PAUL, MINN.

May, '83—cu.

### MERELL, SAHLGAARD & THWING,

WHOLESALE DRUGGISTS,

MANUFACTURING AND ANALYTICAL

CHEMISTS,

Ore assaying a specialty.

ST. PAUL, MINN.

May, '83—cu.

### GOLD, BARBOUR & SWORDS,

10 Pine Street, New York,

Members of the New York Stock Exchange.

Members of the New York Mining Stock Exchange.

All classes of Negotiable Securities bought and sold, and  
advances made on same.

Northern Pacific First Mortgage, Missouri and Pend  
d'Oreille Division Bonds and Preferred Dividend  
Certificates bought and Sold.

Jan.—rk.

## Northern Pacific R. R.

### LANDS FOR SALE.

#### THE BEST HOMES

For 10,000,000 People now await occupancy in

MINNESOTA, DAKOTA,  
MONTANA, IDAHO,  
WASHINGTON AND OREGON.

### THE MATCHLESS

## Northern Pacific Country.

2,000,000 FAMILIES } Of the great pop-  
10,000,000 SOULS! } ulation—no one can  
predict how great  
it will become—

which will soon inhabit this region, the new comers from the older States will be the first families and leaders, socially and politically, in this newly opened section of the United States. They will all become prosperous and many will acquire fortunes in a short period, by turning the vast wheat producing lands, ready for the plow into productive farms; by stock raising on the immense grazing ranges; by developing the resources of the extensive forests and mineral districts; and by investments in the thriving new towns opened for settlement all along the line of the

## Northern Pacific Railroad,

IN MINNESOTA, DAKOTA, MONTANA,  
IDAHO, WASHINGTON and OREGON.

All persons intending removal, and settling in a new country, should visit this region before deciding upon a location elsewhere, as it produces

## Large and Sure Crops Every Year

And all the people are prosperous. While large numbers have secured a competency, many have acquired wealth, and thousands have made fortunes this year.

Come and examine a country which speaks for itself more favorably as to its great superiority over any other section, than any written descriptions can portray, and where every man can make an independent fortune.

**LANDS!** Millions and Millions of acres of low-priced Lands for sale by the Northern Pacific R. R. Co. on easy Terms, and an equal amount of Government Lands lying in alternate sections with the railroad land, are offered free to actual settlers, under the Homestead, Preemption and Tree Culture Laws. They are the cheapest and most productive lands ever offered for sale by any railroad company, or open for settlement under United States laws.

## TERMS OF SALE OF NORTHERN PACIFIC RAILROAD LANDS.

Agricultural lands of the Company, east of the Missouri River, in Minnesota and Dakota, are sold chiefly at \$4 per acre, and the preferred stock of the Company will be received at par in payment. When lands are purchased on time, one-sixth Stock or Cash is required at time of purchase, and the balance in five equal annual payments, in Stock or Cash, with interest at 7 per cent.

The price of agricultural lands in Dakota, west of the Missouri river, and in Montana, ranges chiefly from \$2.00 to \$4 per acre. If purchased on time, one-sixth cash, and the balance in five equal annual cash payments, with interest at 7 per cent. per annum.

The price of agricultural lands in Washington and Oregon ranges chiefly from \$2.00 to \$6 per acre. If purchased on time, one-fifth cash. At end of first year the interest only on the unpaid amount. One-fifth of principal and interest due at end of each of next four years. Interest 7 per cent. per annum.

**FREE!** For Maps and Publications SENT FREE OF CHARGE, and for all information, apply to or address either

P. B. GROAT,

Gen'l Emigration Agent, St. Paul, Minn.

OR

CHAS. B. LAMBORN,

Land Commissioner, St. Paul, Minn.

Jan. '83-t.

## WILLIAM SELLERS & CO.,

PHILADELPHIA.

## Iron and Steel Working Machine Tools

For Railways, Machine Shops, Forges, Rolling Mills, etc.

## TURN-TABLES, PIVOT BRIDGES,

SHAFTING, ETC.

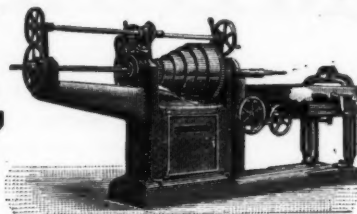
## TWEEDLE'S HYDRAULIC RIVETER.

## The 1876 Locomotive Injector

ALL BRASS—WORKED BY ONE MOTION OF A LEVER.

BRANCH OFFICE—79 LIBERTY STREET, NEW YORK.

Jan., '83-cu.



**LENOX SMITH,**  
46 PINE STREET, NEW YORK,  
SELLING AGENT

## STEEL RAILS

MANUFACTURED BY

Cambria Iron Company of Johnstown, Pa.,

AND

CARNEGIE BROS. & CO., Limited,  
Proprietors of Edgar Thompson Steel Works.

Jan.-cu.

## OLD "RECORD" OFFICE,

COR. THIRD AND CHESTNUT STS.,

PHILADELPHIA,

NOW OCCUPIED

BY

**L. H. TAYLOR & CO.,**

Bankers and Brokers,

MEMBERS OF NEW YORK AND PHILADELPHIA STOCK EXCHANGES.

Jan.-b.

## "THE MURPHY VARNISHES"

ARE USED BY THE LEADING

CARRIAGE MANUFACTURERS,

PASSENGER CAR BUILDERS,

AGRICULT'L IMPL'NT MAN'RS,

RAILROAD COMPANIES,

HOUSE PAINTERS, GRAINERS,

FURNITURE MANUF'RS, ETC.

—BECAUSE—

They have been found the most Reliable and in all respects

THE BEST IN THE WORLD.

**MURPHY & COMPANY,**

231 Broadway, New York.

April, '83-t.

566 Canal St., Cleveland, O.

202 South Fourth St., St. Louis, Mo

## CRERAR, ADAMS & CO.,

MANUFACTURERS AND DEALERS IN

## Railway Supplies,

AND IMPORTERS OF

## JESSOP'S ENGLISH STEEL,

And best English Crucible Steel and Charcoal Iron.

Wire Rope for Hoisting and Mining Purposes.

11 AND 13 FIFTH AVE., CHICAGO, ILL.

April, '83-cu.



## RICHARD DUDGEON,

24 COLUMBIA STREET, NEW YORK,

MAKER AND PATENTEE OF

## Improved Hydraulic Jacks,

PUNCHES, BOILER-TUBE EXPANDERS,

## DIRECT ACTING STEAM HAMMERS,

Communications by letter will receive prompt attention

Jacks for Pressing on Car Wheels or Crank Pins Made to order.  
March-cu.



# STARBUCK'S ADDITION TO MILES CITY, MONTANA.

MILES CITY, at the Junction of the fertile Tongue River and Yellowstone Valleys, continues to enjoy a steady growth, and is now the acknowledged metropolis of the lower Yellowstone country. It has already expanded beyond the limits of the original town plot, and an addition to the town site of Miles City has been laid out by me, and Lots are now offered at

## LOW PRICES TO INVESTORS AND SETTLERS.

Miles City is the centre of a vast Cattle-Raising District, and the distributing point for a section of country 200 miles North and South and West. It is one of the most important Towns on the whole line of the

## NORTHERN PACIFIC RAILROAD,

And has a very Large Business and a GREAT FUTURE.

For Description and Prices of Lots apply to

**C. W. DARLING & CO.,**

First National Bank Building, Fargo, Dakota Territory.

### THE Adams & Westlake Mfg. CO.,

MAKERS OF  
THE WIRE GAUZE NON-EXPLOSIVE  
**OIL STOVE,**  
FOR HEATING AND COOKING PURPOSES.

Cooking for a large family can be done at a small Expense. Beautifully Finished, Perfect Workmanship, Absolutely Safe and Free from Odor.

— ALSO —

Passenger, Parlor and Postal Car Lamps,  
Locomotive Headlights, Switch, Signal, Station  
Lamps, and General Railway Specialties.

CHICAGO, NEW YORK, BOSTON,  
Franklin & Ontario Sts. 100 Beekman Street. 45 Summer Street.  
March—



### Pennsylvania Steel Company, MANUFACTURERS OF

## STEEL RAILS

FROGS, CROSSINGS, SWITCHES

AND

RAILWAY MATERIAL,

WORKS AT STEELTON, PENN.

Office: 208 S. 4th St., Phila.

New York Office: 160 Broadway.

April, '83—cu.

### BARNUM RICHARDSON COMPANY, SALISBURY, CONN.,

MANUFACTURERS OF

Charcoal Pig Iron from Salisbury Ores

AND CHILLED CAR WHEELS.

Also Manufacturers of Car Castings, Frogs, Head Blocks, Heel Blocks, Switch Plates, Chairs, and all other descriptions of Castings for Railroad Superstructure and Equipment. All work from this Establishment made from Salisbury Iron, and Warranted.

POST OFFICE ADDRESS:

LIME ROCK, CONN.

Jan.—cu.

### OTIS IRON AND STEEL COMPANY, CLEVELAND, OHIO,

MANUFACTURERS OF HOMOGENEOUS CAST

## STEEL,

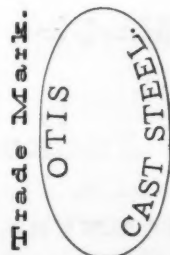
Viz: Fire Box, Boiler, Tank and Smoke Stack Plate,

LOCOMOTIVE TRUCK, CAR AND TENDER AXLES,

Street Car Axles, Crank Pins, Piston Rods and Forgings, Soft Stay Bolt, Machinery and Spring Steel.

Room 24, Astor House Offices, New York.

Feb.—cu.



T. B. CASEY, President, M. D. CARRINGTON, V.-Pres't,  
Minneapolis, Minn. Toledo, O.

### CARRINGTON & CASEY LAND COMPANY, (CAPITAL \$500,000.)

Owens and offers for sale upwards of  
100,000 ACRES

— OF —

### Choice North Dakota Lands

In Foster, La Moure, Barnes and Ransom Counties.

Joint owner with the Northern Pacific R. R. Company  
of the town site of

## CARRINGTON,

Foster County, Dakota, forty-three miles from Jamestown,  
on line of Jamestown & Northern R. R., and at  
junction of the

### Mouse River and the Devil's Lake Branches.

R. R. opened to Carrington, April 2d. Buildings have, since then, sprung up like magic. Trade in nearly all lines is in operation. A strong bank is established. Two hotels are opened. Material for a large and attractive hotel is coming in. The most promising new town in North Dakota. The prospective

COUNTY-SEAT OF FOSTER COUNTY.

The same joint owners also offer lots in the

Town of Melville, Foster Co.,

Thirty-four miles from Jamestown, on the Jamestown & Northern R. R., and the

Town of Buttzville, Ransom Co.,

Fifty Miles from Fargo, on the Fargo & Southwestern R. R.

Address or call on

L. R. CASEY, Gen'l Manager,

JAMESTOWN, DAKOTA.

April—t.

### NEW YORK Locomotive Works, ROME, N. Y.

New York Office,

34 Pine Street.

March, '83—cu.

## The Rhode Island Press,

(WEEKLY)  
IS THE BEST  
WEEKLY NEWSPAPER  
IN NEW ENGLAND,

And the rival of the great New York journals. Contains THE NEWS OF THE WEEK, carefully condensed; full EDITORIAL COMMENTS; carefully conducted WOMAN, RELIGIOUS, DRAMATIC, AGRICULTURAL and MARKET REPORTS.

EIGHT PAGES

Crammed full of interesting reading. Subscription price only

ONE DOLLAR A YEAR,  
FIVE COPIES FOUR DOLLARS.

Sample copies sent free to any address.

PROVIDENCE PRESS CO.,  
PROVIDENCE, R. I.

March—h.

## WASSON MANUFACTURING COMPANY,

SPRINGFIELD, MASS.

Railway Cars,  
Car Wheels, &c.

NEW YORK OFFICE,  
162 BROADWAY.

JAMES T. PATTEN,  
RAILWAY EQUIPMENT,

REPRESENTING THE  
Wasson Manuf'g Co. of Springfield, Mass., Railway Cars, &c.; Portland Company of Portland, Maine, Locomotives.

162 BROADWAY, NEW YORK.

Jan., '83—cu.

## Portland Locomotive Works,

PORTLAND, MAINE.

NEW YORK OFFICE,

162 BROADWAY.

# LIVINGSTON! LIVINGSTON! LIVINGSTON! MONTANA.

The New Town laid out by the Northern Pacific Railroad Company, at the last crossing of the Yellowstone River, and at the Junction of the Branch Railroad to the Yellowstone National Park.

## LIVINGSTON

is located at the east foot of the Belt Mountains, 1,080 miles west of St. Paul, where the low grades of the Yellowstone Division strike the heavy mountain grades. It is almost midway between the great lakes and the Pacific Ocean. The Railroad Company has reserved over 300 acres for the requirements of the future MACHINE SHOPS, Round Houses, Stock Yards and MANUFACTURING ESTABLISHMENTS at this point. Mines of fine bituminous

## COAL

now opened within eight miles of Livingston, and a branch track is being graded from the main line to the mines. The branch road to the NATIONAL PARK, sixty-three miles long, is now under contract to be COMPLETED NEXT JUNE. All the Tourist Travel to this Great Wonderland must pass through LIVINGSTON. Large deposits of FINE IRON ORE exist on the Park Line, near Livingston, as well as an abundant supply of excellent LIMESTONE. The Clarke's Forks

## SILVER MINES

lie directly south of Livingston. The existence of IRON ORE, LIMESTONE and COAL in close proximity to this point seem to indicate the probability that Livingston will hereafter become an important point for Manufacturing and Railroad business, as well as for general commercial trade.

The prices of lots range from \$20 to \$1,000 each, according to location. Lots purchased in blocks adjacent to passenger depot must be improved with good buildings within eight months. Other lots are without building requirements.

TERMS: One-quarter cash on application, balance in four, eight and twelve months, with interest at the rate of seven per cent. per annum on deferred payments.

Lots for sale at the office of the GENERAL LAND AGENT N. P. R. R., St. Paul, Minn. Plan and price list at offices of

NICKEUS, WILBUR & NICKOLS, Jamestown, Dakota,  
McKENZIE & WILCOX, Bismarek, Dakota,

Feb., '83—ct.

And FRANK BUSH, Agent Land Department N. P. R. R., Livingston, Montana.

HENRY S. MANNING.

EUGENE L. MAXWELL.

CHAS. A. MOORE.

## MANNING, MAXWELL & MOORE,

MANUFACTURERS OF AND DEALERS IN ALL KINDS OF

RAILWAY AND MACHINISTS' TOOLS AND SUPPLIES,  
No. 111 LIBERTY STREET, NEW YORK.

AGENTS FOR

The Ashcroft Manufacturing Co.  
The Consolidated Safety Valve Co.  
Morse Twist Drill and Machine Co.'s Taps, Dies, Screw  
Plates, &c.  
The Hancock Inspirator Co.  
Worcester Machine Screw Co.  
Brady's Emery Grinding Machinery.  
H. B. Bigelow & Co.'s Engines and Boilers.  
Smith's Hub Friction Clutches.  
Morgan, Williams & Co.'s Steam Hammers, Punches and  
Shears, &c.  
Gleason's Lathes and Planers.  
A. M. Powell & Co.'s Lathes and Planers.  
Flather & Co.'s Lathes and Screw Machines.  
F. E. Reed's Lathes and Drill Presses.  
April, '83—cu.

AGENTS FOR

Keystone Portable Forge Co.  
Midvale Steel Co.'s Tires, Axles, Forgings, and Castings.  
Huntington Track Gauges.  
Saunders' Corrugated Copper Packing and Gaskets.  
Hoopes & Townsend's Nuts, Bolts, Washers, Lag Screws  
and Rivets.  
Bett's Machine Co.'s Gauges, &c.  
Nile's Tool Works, Machine Shop and Car Tools.  
Westcott's Lathe and Drill Chucks.  
American Tool and Machine Co.'s Brass Workers Tools.  
Brainard Milling Machine Co.  
Bignall & Keeler Mfg. Co.'s Pipe Cutting Machines.  
Valley Machine Co.'s Steam Pumps.  
Cummer Engine Co.'s Steam Engines.

## C. B. ROGERS & CO.

MANUFACTURERS OF THE  
LATEST IMPROVED

Wood Working  
Machinery,

FOR

Car Builders, Planing Mills, Cabinet, Carriage,  
Railroad Shops, House Builders, Sash,  
Door and Blind Makers.

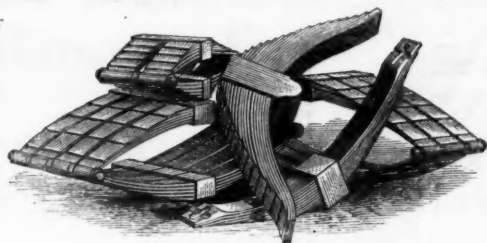
WAREHOUSES: 109 LIBERTY STREET, NEW YORK.

April, '83—cu.



**PITTSBURGH CAST-STEEL SPRING WORKS.**

MANUFACTURERS OF  
EXTRA  
**TEMPERED**  
LIGHT  
ELLIPTIC  
**Cast-Steel**  
**SPRINGS.**



WITH PATENT HOT COM-  
PRESSED BANDS  
FOR  
**RAILROAD**  
CARS  
AND  
**LOCOMOTIVES.**

CALVIN WELLS.

**A. FRENCH & CO.,**

AARON FRENCH

Office and Works, Corner of Liberty and 21st Streets, **PITTSBURGH, PA.**  
**NEW YORK,** Room 52, Mason Building, **BOSTON,** Room 52, Mason Building,  
115 Broadway, Room 88, H. A. LITTLE, Agt. JOHN KENT, Agt.  
**CHICAGO,** 246 Clark Street, GEO. W. MORRIS, Agt.  
**ST. LOUIS,** 209 N. Third St., M. M. BUCK & Co., Agts.

**THE GEORGE PLACE MACHINERY COMPANY,**— RAILWAY —  
AND**MACHINE SHOP EQUIPMENT.**

Iron and Wood-working Machinery of every description.  
**PATENT COLD ROLLED SHAFTING.**  
Self-Oiling Hangers, Pulleys, Sturtevant Blowers, Vises,  
Belting,  
**CORLISS ENGINES, Etc.**  
121 Chambers and 103 Reade Sts., New York.  
P. O. Box 1119.  
Feb., '83—cu.

**UNION BRASS MFG. CO.,**

CHICAGO, ILL.,

MANUFACTURERS OF  
**CAR TRIMMINGS,**  
THE

**Hartley Reclining and Revolving Chairs,**

(now in use on many of the leading Railroads),

**REVOLVING CHAIRS FOR PARLOR CARS,**  
AND THE CELEBRATED

**SEARLE HOT WATER HEATER,**  
The most popular and best Heater extant.

**THE ORME LOCOMOTIVE VALVE,**  
THE BEST IN THE MARKET.

**ALSO WOOD CEILINGS FOR CARS.**

WORKS: OFFICE:  
97 to 109 Ohio St., 103 Ohio Street,

**J. HALL DOW, Pres't.**  
April, '83—cu.

**CLEVELAND WHEEL AND FOUNDRY WORKS.**

MAHER & BRAYTON, Proprietors,  
MANUFACTURERS OF

Car, Engine, Truck and Tender Wheels, Railroad, Rolling Mill and  
Machinery Castings, and Street Railroad Wheels and Turnouts;

**Also, CHILLED FACED RAILROAD FROGS.****OFFICE, 20 CARTER STREET,**

Works, Corner Carter and Collins Streets, Cleveland, O.

March, '83—cu.

**VERONA TOOL WORKS,  
METCALF, PAUL & CO.,**

McCance's Block, Seventh Ave., and Liberty St., Pittsburgh, Pa.

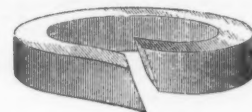
MAKE A SPECIALTY OF SOLID STEEL

**Railroad Track Tools,**

ALSO, SOLE MANUFACTURERS OF

**THE PATENT VERONA NUT LOCK.**Send for Catalogue.  
April, '83—cu.

Branch House, 22 &amp; 24 West Lake St., Chicago.

**STANDARD JOURNAL BEARINGS,****LEAD-LINED, SELF-FITTING.****Adopted by the Leading Railways in this Country and Canada.**

MANUFACTURED, SOLD AND GUARANTEED BY

**D. A. HOPKINS, Patentee, 113 Liberty Street, New York.**

FOUNDRIES: JERSEY CITY, N. J.

In the patent fight between "LeRoy" and "D. A. Hopkins," an emphatic decision in favor of "Hopkins" was rendered January 3d, 1883.

**THE STANDARD LUBRICATING OIL OF AMERICA FOR RAILROADS.****Galena Engine, Coach and Car Oil.**

GRAVITY 26°, 27°, 28°, 29°; COLD TEST, 10° to 15° BELOW ZERO.

No freezing in coldest weather, and entire freedom from hot journals at any time; perfect uniformity at all seasons of the year. Saves 40 per cent. in wear of brasses, as its exclusive use upon a majority of the leading railroads has demonstrated.

**SHOWING BETTER RESULTS THAN ANY OIL EXTANT.**

References furnished on application.

**GALENA OIL WORKS (Limited),****FRANKLIN, PA.**

**CHAS. MILLER, Pres't and Gen'l Manager.**  
Mar., '83—cu.

**Northwestern Fuel Co.,**

MINERS AND SHIPPERS.

All Grades Anthracite and Bituminous

**COAL.**

DISTRIBUTING DOCKS AT DULUTH, MINNESOTA.

**General Office, 154 East Third Street,****ST. PAUL MINNESOTA.**

March, '83—cu.

## BETHLEHEM STEEL RAILS

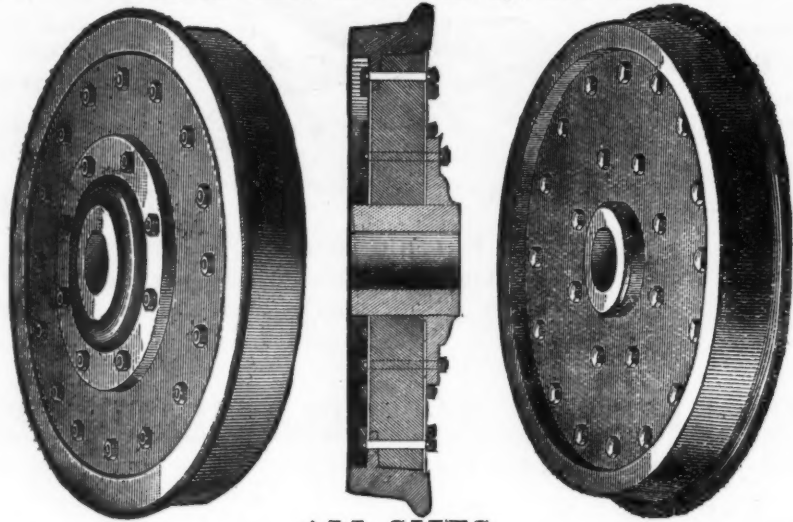
GEO. A. EVANS, Agent,  
No. 74 WALL STREET,  
NEW YORK.

KEUFFEL & ESSER,  
127 FULTON & 42 ANN STREETS, New York.  
IMPORTERS AND MANUFACTURERS OF  
INSTRUMENTS AND MATERIAL  
FOR  
RAILROAD ENGINEERS.

All Goods Warranted. Send for Illustrated Price List.  
Feb., '83—cu.

## ALLEN PAPER CAR WHEEL COMPANY,

General Office, 240 Broadway, New York.



ALL SIZES.

Steel tires with annular web and non-conductive paper centres. Especially adapted to Passenger Equipment, Locomotive and Tender Trucks. Gold Medals awarded at Boston and Atlanta Expositions for the BEST, SAFEST and most ECONOMICAL wheel in use. 74 manufactured in 1877; 13,000 in 1881. Facilities for making 20,000 in 1882.

A. G. DARWIN, President.  
March, '83—cu.

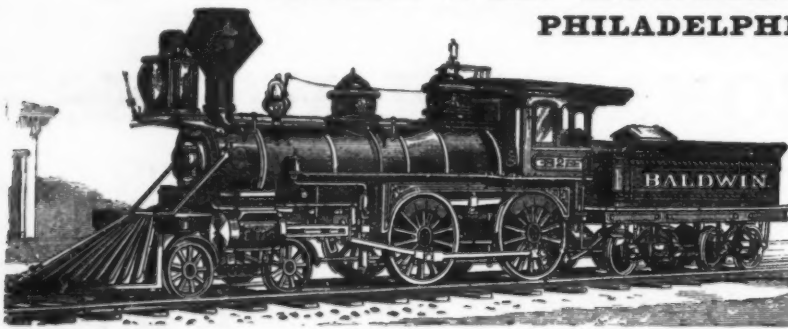
C. H. ANTES, Secretary.

J. C. BEACH, Treasurer.

ESTABLISHED  
1831.

## BALDWIN LOCOMOTIVE WORKS, PHILADELPHIA, U. S. A.

ANNUAL  
CAPACITY, 600.



BURNHAM, PARRY, WILLIAMS & CO., Proprietors,

MANUFACTURERS OF

## LOCOMOTIVE ENGINES,

Adapted to every variety of service, and built accurately to standard gauges and ten plates. Like parts of different engines of same class perfectly interchangeable.

Passenger and Freight Locomotives, Mine Locomotives, Narrow Gauge Locomotives, Noiseless Motors and Steam Cars for Street Railways, Etc.

Illustrated catalogues furnished on application of customer.

ALL WORK THOROUGHLY GUARANTEED.

March, '83, cu.

## PENINSULAR CAR WORKS, DETROIT, MICH.

OPERATING CAR WORKS at DETROIT and ADRIAN, MICH.,  
AND DETROIT STEAM FORGE.

## FREIGHT CARS OF EVERY DESCRIPTION.

CAR WHEELS AND CASTINGS.

BEST HAMMERED IRON AXLES.

Feb., '83—t.

## Cambria Iron and Steel Works.

The Cambria Iron Co.

Having enjoyed a reputation for more than a quarter of a century for fair dealing and excellence of its manufactures, has now a capacity of

150,000 TONS OF IRON AND STEEL RAILS

And most approved patented

Railway Fastenings.

Address:

CAMBRIA IRON COMPANY,

218 South Fourth Street, Philadelphia,

or at Works, Johnstown, Pa.,

or Lenox Smith, Selling Agt., 46 Pine St., New York.

April, '83—cu.

The Cambria Iron Co.

Having acquired the entire ownership of the  
WIRE AND STEEL MILLS

Of the GAUTIER STEEL CO., Limited, will continue to produce all their specialties, such as Merchant Steel, Plow Steel, Wagon and Carriage Springs, Rake Teeth and Harrow Teeth, Agricultural Implement Steel and

ALL KINDS OF WIRE,

Well known for superior quality of material and excellence of workmanship.

Address:

GAUTIER STEEL DEPARTMENT,

PHILIP E. CHAPIN, Gen'l Sup't., Johnstown,

New York Warehouse, 81 John St.

Philadelphia Warehouse, 523 Arch St.

## WILSON & ROGERS,

—WHOLESALE DEALERS IN—

Engines, Boilers, Machinery, Steam Pumps, Lift and Force Pumps, Wrought and Cast Iron Pipe, Brass Goods; supplies of every description for Mills, Railroads, Mining Companies, Brewers, Plumbers, Gas and Steam Fitters, Contractors, etc.

316 & 318 ROBERT STREET, ST. PAUL, MINN.

April, '83—cu.



April, '83—M.

## MINNESOTA CHIEF,

THE BEST THRESHER ON WHEELS.

## Minnesota Giant Engine,

THE BEST STRAW-BURNING ENGINE IN THE WORLD.

MANUFACTURED BY THE

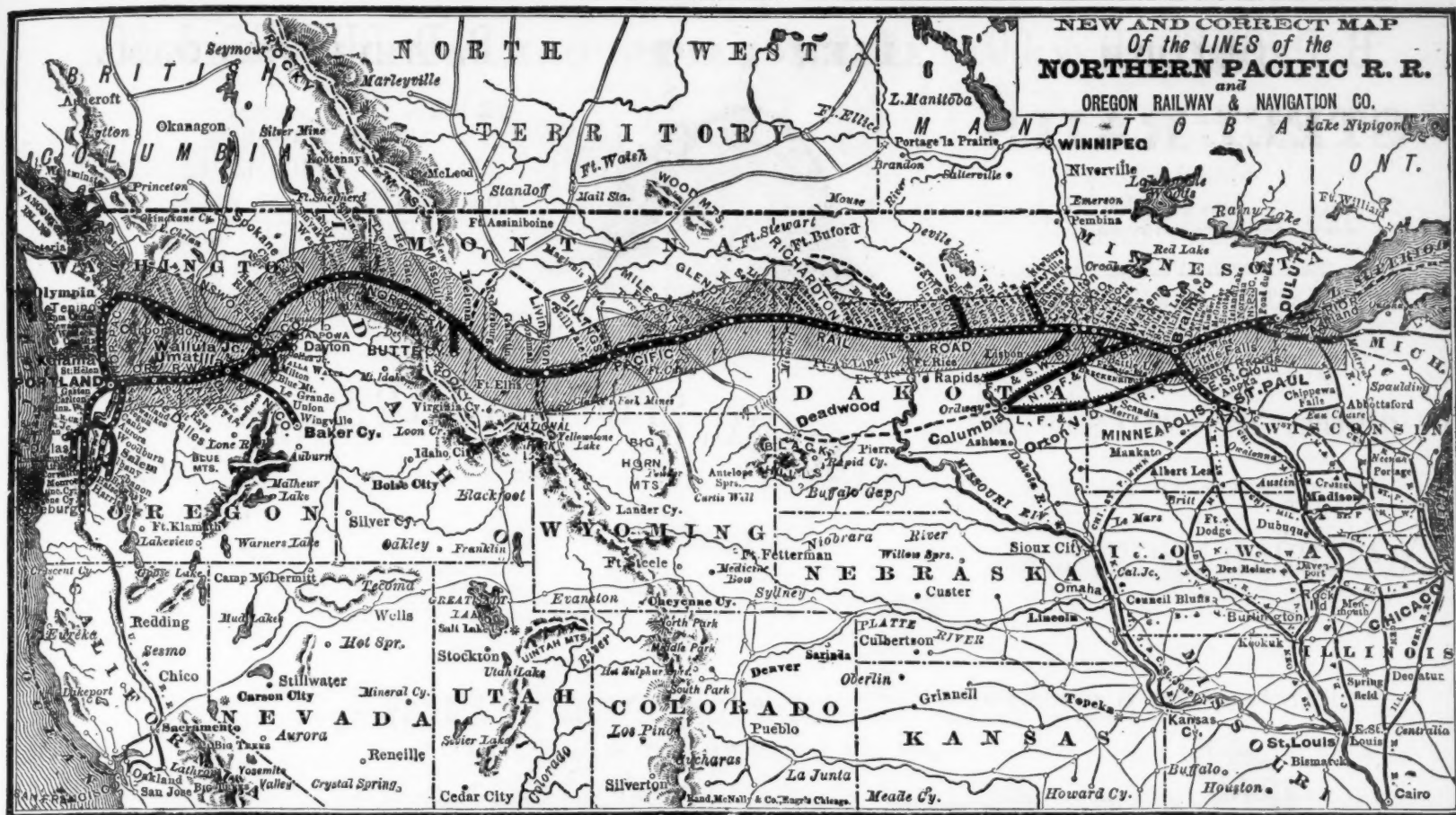
N. W. M'F'G & CAR CO.,

STILLWATER, MINN.

SEND FOR PAMPHLET AND PRICE LIST.

April, '83—cu.





## THE NORTHERN PACIFIC RAILROAD.

— ONLY RAIL ROUTE TO THE —

## YELLOWSTONE NATIONAL PARK.

**T**HE GREAT FEATURE of pleasure travel for the season of 1883 will be excursions to the Wonderland of the World, the Yellowstone National Park, with its enormous geysers of boiling water, its magnificent waterfalls, its great cañon tinted with brilliant metallic hues, its mud volcanoes, its petrified forests, its lovely lake and towering mountain peaks. The Park Branch of the Northern Pacific Railroad will be open by the end of June. It leaves the main line at Livingston, Montana, so that tourists can go all the way to the border of the Park in Pullman cars. Stages will convey them from the Railroad terminus to the new hotel, now in process of erection, where carriages, guides, and saddle horses will be furnished for visiting all the many wonderful features of this great pleasure-ground of the nation.

Tourists who desire to camp out can hire tents and camp equipment and engage servants, can do so either at Billings or at Livingston. An excellent guide book to the Park, profusely illustrated, and giving all information likely to add to the comfort, enjoyment and knowledge of the traveler, has just been published by G. P. Putnam's Sons, New York (price 50 cents). It is the only book which systematizes travel in the Park by carefully-planned routes, fully described and indicated on a correct map prepared from Gov-

ernment Surveys. The Tourist's Season, we may add, begins about the middle of June.

Now, a word about Montana. The Northern Pacific is the only rail route to Miles City, Billings, Bozeman, Helena, and the attractive new regions of this vast territory, now inviting emigration by its immense cattle ranges, its beautiful irrigable valleys and its rich mines of gold and silver. Enterprising farmers, stock raisers, miners and business men who go to Montana this year, will reap the advantages of the boom which follows the opening of railroad communication by the Northern Pacific road through its entire length.

About Northern Dakota, we need hardly remind settlers and travelers that the Northern Pacific is the only road to this whole, rich, prosperous and rapidly-growing region, except the Red River Valley, and the best road to that section.

Do we need to say more? Yes, one word about the comforts of travel. Pullman cars run over the road, and they are complete and elegant in every appointment, having been built expressly for this line from the latest and most improved patterns. The finest Dining Cars in the land, in which first-class meals will be served en route at 75 cents.

G. K. BARNES,

General Passenger Agent, St. Paul.

H. HAUPT,

General Manager, St. Paul.

A. ROEDELHEIMER, General European Agent, 20 Water Street, Liverpool.

**B. D. BUFORD & CO.,**

MANUFACTURERS OF  
GANG AND SULKY PLOWS,  
PRAIRIE BREAKERS,  
BRUSH BREAKERS,  
STERRING PLOWS,  
ROAD PLOWS,  
ROAD SCRAPERS,  
CULTIVATORS, HARROWS, etc.

Send for Catalogue.

**B. D. BUFORD & CO.,**

DEALERS IN  
WAGONS,  
SPRING WAGONS,  
BUGGIES, CARRIAGES,  
ROAD CARTS,  
SEEDERS, DRILLS,  
MOWERS,  
HAY RAKES, etc.

Corner of Third Street and Broadway, ST. PAUL, Minn.

—THE—  
**HAMBURG-AMERICAN PACKET CO.**



DIRECT WEEKLY LINE

—TO—

ENGLAND, FRANCE AND GERMANY,

Carrying the United States French and German Mails.

Leave New York every Thursday and every Saturday.

For PLYMOUTH (London), CHERBOURG (Paris), and HAMBURG.

Returning the Steamers leave HAMBURG every WEDNESDAY and every SUNDAY, via HAVRE, taking passengers from SOUTHAMPTON and LONDON.

**C. B. RICHARD & CO.,**

General Passenger Agents.

No. 61 BROADWAY, NEW YORK.

Or to any of their Agents throughout the United States and Canada.

Jan., '83—cu.

**SUTTON & CO.'S  
DISPATCH LINE,**

FIRST-CLASS CLIPPER SHIPS,

—FOR—

San Francisco and Portland, Oregon,

—FROM—

New York and Philadelphia.

This Line is composed of the finest and best clipper ships afloat, and sail every week or ten days, according to the season of the year.

Shippers from out of the city may consign their freight direct to us, sending us shipping receipts by first mail, when their goods will receive our best attention, FREE OF COMMISSION.

By having our lines from New York and Philadelphia, we are enabled to offer UNEQUALLED INDUCEMENTS. Please address

**SUTTON & CO.,**82 SOUTH STREET, NEW YORK,  
Or 147 S. FRONT STREET, PHILADELPHIA.

JOHN ROSENFELD,

CONSIGNEE IN SAN FRANCISCO.

Messrs. ALLEN &amp; LEWIS, PORTLAND, OREGON.

Jan. '83—cu.

**HIBBARD, SPENCER, BARTLETT & CO.,**  
—) JOBBERS OF (—

Tin Plate,

Metals,

Nails,

Fence Wire

—AND—

Barbed

Wire.



Cutlery,

Guns,

Fishing

Tackle

—AND—

Sporting

Goods.

**HARDWARE,**

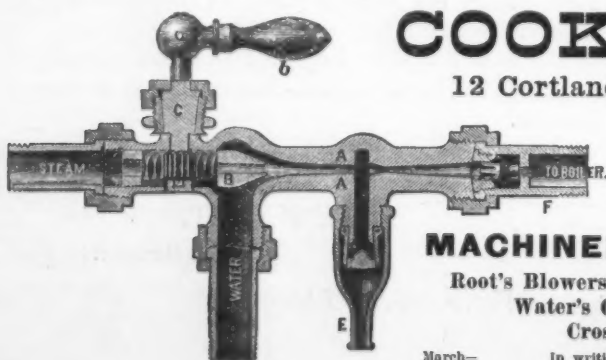
24, 26, 28, 30 &amp; 32 Lake Street, - CHICAGO.

Orders by Mail Filled Promptly at Lowest Market Rate.

**THE STANDARD STEEL WORKS.**LOCOMOTIVE AND  
CAR WHEEL**TIRES.**

220 S. FOURTH ST., PHILADELPHIA.

Jan., '83—

**COOKE & CO.,**

12 Cortlandt Street, New York,

AGENTS FOR THE

**KEYSTONE INJECTOR,**

The Simplest known Boiler Feeder,

DEALERS IN

**MACHINERY AND SUPPLIES,**

Root's Blowers, Forges, etc., Watson's Forges,

Water's Governors, Empire Chain,

Crosby Gauges, etc., etc.

March—

In writing, please mention this paper.

**THE OLD RELIABLE HALLADAY  
STANDARD WIND MILL,**  
27 YEARS IN USE.



GUARANTEED

Superior to any other make.

17 Sizes-1 to 40 H. Power

Adopted by U.S. govern-

ment at forts and gar-

risons and by all

leading railroad com-

panies of this and

other countries.

Also the Celebrated

**I X L FEED MILL,**

which can be run by any power and is cheap, effective and durable.

Will grind any kind of small grain into feed at the rate of 6 t. 25

bushels per hour, according to quality and size of mill used. Send

for Catalogue and Price-List. Address

**U. S. Wind Engine & Pump Co., Batavia, Ill.**

April, '83—r.



